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# **German Traffic Regulations for Navigable Maritime Waterways**

English version of the Seeschiffverkehrsstraßen-Ordnung

permanently updated. Edition  
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## Introduction

### **Seeschiffahrtsstraßen-Ordnung (SeeSchStrO)**

(German Traffic Regulations for Navigable Maritime Waterways)

Version promulgated on 22 October 1998 (Federal Law Gazette 1998 I, p. 3209)

Last amended by the Ordinance of 3 June 2016 (Federal Law Gazette I p. 1272)

The German Traffic Regulations for Navigable Maritime Waterways (SeeSchStrO) have the following typical features:

- a) priority of Collision Regulations,
- b) absence of local case-by-case regulations,
- c) equal rights for all participants of traffic (seagoing vessels, inland vessels, small craft) on all navigable waterways,
- d) coloured representation of lights and shapes to be exhibited, sound signals, prohibition, warning and information signs, and traffic signals at bridges, locks, and barrages in the annexes to the SeeSchStrO

The English version of the German Traffic Regulations for Navigable Maritime Waterways (Seeschiffahrtsstraßen-Ordnung, SeeSchStrO) is made available free of charge by Bundesamt für Seeschifffahrt und Hydrographie (BSH) for the convenience of the shipping industry. As this document is not an official BSH publication, any kind of warranty is excluded. It should be noted that this document does not have any legal standing.

The German version published in the Bundesgesetzblatt and the Bundesanzeiger prevails in any case.

#### **Notices of the Federal Waterways and Shipping Directorate to the notices of their regional offices**

**North Western Region** of 7 October 1998 (BAnz. 203/98 p. 15531)

Last amended 14 July 2017 (BAnz. AT 19.07.2017 B11 of 19 July 2017)

**Northern Region** of 28 January 2014 (BAnz. AT 31.01.2014 B7)

Last amended 14 July 2017 (BAnz. AT 19.07.2017 B10 of 19 July 2017)

The Notices of the Waterways and Shipping Directorate concerning the SeeSchStrO provide additional information supplementing the general traffic regulations in those cases where the responsible authorities considered more details referring to promulgated supplements necessary because of frequent amendments.

The Notices of the Waterways and Shipping Directorate are shown below the SeeSchStrO paragraphs to which they refer. The sequence of sea areas and waterways is from the North Sea via Kiel Canal to the Baltic Sea. The Notices are emphasized by grey tint.

Bundesamt für Seeschifffahrt und Hydrographie  
Hamburg and Rostock  
2017



## Part One

### General provisions

#### § 1 Area of application

(1) The present Ordinance shall apply on the German waterways navigable by sea-going ships (hereinafter referred to as “navigable waterways”) with the exception of the Ems Estuary, the latter being delimited, to the East, by a line connecting a point in the Pilsumer Watt in position 53° 29' 08" N 007° 01' 52" E, a point off the island of Borkum in position 53° 34' 06" N 006° 45' 31" E, and a point in position 53° 39' 35" N 006° 35' 00" E. For the purposes of the present Ordinance, the term “navigable waterways” shall include

1. the waters extending between the coastline at mean high water, respectively, the seaward delimitation of an inland waterway, on the landward side, and a line running at a distance of three nautical miles seaward of the baseline, on the seaward side;
2. those waters in the seaward parts of a fairway in the territorial sea that are continuously delimited by one of the visual signs described under Item B.11 of Annex I to the present Ordinance.

In addition, the waters extending between the banks, respectively embankments, of the following parts of inland waterways adjoining the waters referred to in Items 1 and 2 above shall be deemed “navigable waterways” for the purposes of the present Ordinance:

3. the River Weser upriver to the North-Western edge of the railway bridge in Bremen, including the Weser sidings known as “Schweiburg”, “Rechter Nebenarm”, “Rekumer Loch”;
4. the Rivers Lesum and Wümme upriver to the Eastern edge of the “Franzosenbrücke” Bridge at Borgfeld;
5. the River Hunte upriver to the Port of Oldenburg, on the one hand, and to a line 140 metres downriver from the “Amalienbrücke” Bridge at Oldenburg, on the other hand;
6. the River Elbe upriver to the downriver limit of the Port of Hamburg at km 638.98 right riverbanks (Tinsdal) and km 633.35 left riverbanks (Finkenwerder), including the by-waters known as the “Wischhafener Süderelbe” (from its mouth upriver to km 8.03), the “Ruthenstrom” (from its mouth upstream to km 3.75), and the “Bützflether Süderelbe” (from its mouth upriver to km 0.69);
7. the River Oste upriver to 210 m upriver of the street bridge axis over the Este barrage (km 69.360)
8. the “Freiburger Hafenpriel” Creek upcreek to the Eastern edge of the “Deichschleuse” Locks at Freiburg-on-the-Elbe;
9. the River Schwinge upriver to Northern edge of the “Salztorschleuse” Locks at Stade;
10. the River Lühe upriver to the low-water basin of the “Au-Mühle” watermill at Horneburg;
11. the River Este upriver to the low-water basin of the Buxtehude Locks;
12. the River Stör upriver up to 46 m upriver Rensing water level gauge post;
13. the River Krückau upriver to the South-Western edge of the road bridge situated in the course of the street known as “Wedenkamp” at Elmshorn;
14. the River Pinnau upriver to the Western edge of the street bridge at Elmshorner Straßer at Pinneberg;
15. the River Eider upriver to Rendsburg and the River Sorge upriver to the South-Western edge of the road bridge situated at the “Sandschleuse” Locks in the course of Federal Trunk Road 202;
16. the Gieselaukanal;

17. the Kiel Canal proper – including the Canal by-waters known as “Audorfer See” and “Schirnauer See” – between a line connecting the jetty heads at Brunsbüttel and a line connecting the Canal entrance lights at Kiel-Holtenau and the “Borgstedter See” including its Entrance Narrows, the “Flemhuder See”, and the “Achterwehrer Schifffahrtskanal”;
18. the River Trave upriver to the North-Western edge of the hydraulically-operated railway bridge at Lübeck, including the by-waters known as the “Pötenitzer Wiek” and the “Dassower See”;
19. the River Warnow upriver to the Southern edge of the bridge carrying the tracks of the railway line Rostock–Stralsund;
20. the River Ryck upriver to the “Steinbecker Tor” Bridge in Greifswald;
21. the River Uecker upriver to the South-Western edge of the road bridge at Ueckermünde.

(2) In waters extending between the seaward delimitation of an inland waterway in terms of the second sentence of paragraph (1) above and the seaward delimitation of the territorial sea, only the following provisions of the present Ordinance shall apply: Section 2(1)(Items 3, 13(b), 22 through 25, and 27); Section 3; Section 4; Section 5; Section 7; Section 32(3); Section 35(1) and (2); Sections 55 through 61.

(3) The present Ordinance shall apply on the navigable waterways proper as well as on the associated navigational installations owned by the Federation, on the premises serving the purposes of the traffic on the Federal waterways, and in the public ports owned by the Federation.

(4) Unless the present Ordinance expressly provides otherwise, the provisions of the International Regulations for Preventing Collisions at Sea, 1972 as reproduced in the Annex to Section 1 of the Ordinance to Implement the International Regulations for Preventing Collisions at Sea, 1972, of 13 June 1977 (promulgated in the Federal Law Gazette I, p 813) and last modified by Article 4 Item 6 of the Ordinance of 7 December 1994 (promulgated in the Federal Law Gazette I, p 3744) as amended from time to time and in force for the Federal Republic of Germany, shall also apply in the area of application of the present Ordinance.

(5) A cartographic reproduction of the waters and the sea areas included in the area of application of the present Ordinance (see paragraphs (1) through (3) above) may be found on the map constituting Annex III to the present Ordinance.

## § 2 Definitions

(1) The definitions given in Rules 3, 21, and 32 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, shall also apply for the purposes of the present Ordinance; moreover, the definitions given hereunder shall apply for the purposes of the Ordinance:

### 1. Fairway

The term “fairway” denotes those parts of navigable waters that are marked or delimited by any one or more of the visual signs described under Items B.11 through B.13 of Annex I to the present Ordinance or, when they are not so marked or delimited, those parts of such waters that are designated for the through passage of vessels to or from inland waterways; any such fairway shall be deemed a “narrow channel” in terms of the International Regulations for Preventing Collisions at Sea, 1972, as amended;

#### Notice of the Federal Waterways and Shipping Agency – Northern Region Office

##### **1 Fairways and Roadsteads (Section 2(1) (Items 1 and 3) SeeSchStrO)**

##### **1.1 Fairways (Section 2(1)(Item 1) SeeSchStrO)**

Channels indicated by lateral marks which are not deemed fairways for the purposes of the Ordinance:

##### **Baltic Sea**

##### **1.1.1 Flensburger Förde between buoys 1,2 and buoys 13,14.**

### 2. starboard side of a fairway

the term “starboard side of a fairway” denotes that side of a given fairway that lie to the starboard side of a vessel coming in from the sea. Where a fairway connects two parts of the sea or two bodies of water separated from one another by shallows, the “starboard side of a fairway” shall be deemed to be that side of a fairway that a vessel arriving from the “West” as defined in the following parenthesis passes on her starboard side. (The term “West” includes any direction of the compass rose from North, including North proper, to West to South, excluding South proper). In the event that a fairway of such kind is heavily curved, the northernmost entry to such fairway shall be taken as the criterion for defining the “starboard side of a fairway”;

### 3. “roads” or “roadstead”

the term “roads” or “roadstead” denotes waters designated for anchoring which are delimited by the visual sign described under Item B.14 of Annex I to the present Ordinance, which are made known by a Notice or Notices under the provisions of Section 60(1) below, or which are marked as roads or roadsteads in navigational charts;

#### Notice of the Federal Waterways and Shipping Agency – Northern Region Office

##### **1.2 Roadsteads (Section 2(1)(Item 3) SeeSchStrO)**

Roadsteads where anchoring within the fairway is permitted:

##### **North Sea**

##### **1.2.1 Wischhafener Fahrwasser between latitudes 53° 48.2' N and 53° 49.0' N (ED50).**

##### **1.2.2 Lühesander Süderelbe, with the exception of the parts of the fairway within the description of Item 16.4.**

##### **1.2.3 Hahnöfer Nebenelbe between the buoys HN 5, HN 4 and HN 18, HN 15.**

##### **1.2.4 Haseldorfer Binnenelbe.**

##### **1.2.5 Dwarsloch at a distance of up to 50 m from the shoreline of Drommel Islet at Mean High Water.**

##### **1.2.6 River Oste estuary, anchoring vessels shall lie as close to the shore as possible, and shall do so lying behind one another in only one row.**

- 1.2.7 River Stör, permission applies only to pleasure craft, only between 15 April and 15 October, and only on the following stretches of water:
- from kilometric marking 36.7 to kilometric marking 37.0 on the port side of the fairway at a distance of up to 30 m from the shoreline at Mean High Water;
  - from kilometric marking 44.3 to kilometric marking 44.8 on the port side of the fairway at a distance of up to 50 m from the shoreline at Mean High Water;
  - from kilometric marking 48.85 to kilometric marking 49.45 on the starboard side of the fairway at a distance of up to 50 m from the shoreline at Mean High Water.

4. floating gear  
the term “floating gear” denotes any “vessel restricted in her ability to manoeuvre” as defined in Rule 3(g) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, including a vessel not underway. This term shall expressly comprise floating cranes and dredgers, pile-drivers and lifting gear, always including any floating appurtenances thereto;
5. floating installation  
the term “floating installation” denotes any floating structure that is not usually intended to be moved, and shall expressly comprise docks and embarkation piers. In the event of any such structure being moved, it shall be deemed a “vessel” for the purposes of the present Ordinance and in terms of Rule 24(g) of the International Regulations for Preventing Collisions at Sea, 1972, as amended;
6. extraordinary floating object  
the term “extraordinary floating object” denotes a single vessel or other object intended to be moved in the water, usually inconspicuous and partly or wholly submerged, such as wood or timber, pipes, folding containers, caissons, or floating objects of similar description; this term may also denote an aggregate of any such floating objects. In the event of any such object being moved, it shall be deemed an “object being towed” in terms of Rule 24(g) of the International Regulations for Preventing Collisions at Sea, 1972, as amended;
7. tow or composite unit being towed  
the term “tow” or “composite unit being towed” denotes a combination of one or more towing power-driven vessels (tugs) and one or more vessels being towed, either in a line-up behind or alongside, which have either no propulsion machinery at all or no operational propulsion machinery, or which are restricted in their ability to manoeuvre. Power-driven pleasure craft towing other pleasure craft shall not be deemed “power-driven vessels when towing” in terms of the International Regulations for Preventing Collisions at Sea, 1972, as amended;
- 7a. tug-assisted power-driven vessel  
the term “tug-assisted power-driven vessel” denotes a power driven vessel underway with her engine in fully operational condition but using the assistance of one or more tugs. Such vessel shall be deemed a single vessel in terms of Rule 23(a) of the International Regulations for Preventing Collisions at Sea, 1972, as amended;
8. pushing tow or composite unit being pushed  
the term “pushing tow” or “composite unit being pushed” denotes a set of rigidly connected vessels, at least one of which is positioned in front of the power-driven vessel or vessels moving the composite unit, such power-driven vessel(s) being known as the “pushing vessel(s)”;
9. extraordinary composite unit  
the term “extraordinary composite unit” denotes a tow or pushing tow exceeding, in terms of length, breadth, and draught, the dimensions that have been made known by a Notice or Notices under the provisions of Section 60(1) below to apply to a given navigable waterway, a tow or pushing tow potentially presenting an extraordinary impediment to other vessels, or a tow or pushing tow requiring particular care and diligence on the part of other vessels. Such extraordinary composite unit shall be deemed a “vessel restricted in her ability to manoeuvre” as defined in Rule 3(g) of the International Regulations for Preventing Collisions at Sea, 1972, as amended;



**Extraordinary composite units (Section 2(1)(Item 9) SeeSchStrO)**

Extraordinary composite units shall be those units exceeding any one or more of the following dimensions:

**North Sea****1 Notice of the Federal Waterways and Shipping Agency – North Western Region Office****1.1 River Weser****1.1.1 Route Sea – Bremerhaven – Sea**

Composite unit being towed:	Length of the tow	100.00 m
	Beam of the tow	30.00 m

**1.1.2 Route Bremerhaven – Bremen (Entrance to the turning basin “Überseehafen” Port)**

Composite unit being towed and Composite unit being pushed:	Length (m)	Beam (m)
	220.00	15.00
	210.00	16.95
	200.00	18.30
	190.00	20.00
	180.00	21.65
	170.00	23.30
	160.00	25.00

**1.1.3 Route Bremen (Entrance to the turning basin Überseehafen) – Bremen Railway Bridge**

Composite unit being towed and Composite unit being pushed:	Length (m)	110.00
	Beam (m)	15.00

Composite units being pushed, consisting of vessels listed in the inland shipping register:

Length (m)	172.00
Beam (m)	11.50

**1.2 River Hunte****1.2.1 Route Hunte estuary – Elsfleth (km 21.0)**

a) Composite unit being towed:	Length (m)	120.00
	Beam (m)	14.00

b) Composite unit being pushed	Length (m)	100.00
	Beam (m)	14.00

c) being coupled alongside:	Length (m)	85.00
	Beam (m)	14.00

**1.2.2 Route Elsfleth (km 21.0) – Oldenburg (km 0.0)**

a) Composite unit being pushed: jede Größe

b) Composite unit being pushed:	Length (m)	100.00
	Beam (m)	10.50

**1.3 Rivers Lesum and Wümme**

Composite units being towed up to the “Lesumsperrwerk” Barrier:

Länge (m)	80.00
Breite (m)	8.00

Lesum to the mouth of River Wümme:

Länge (m)	60.00
Breite (m)	6.00

River Wümme to “Franzosenbrücke” Bridge at Borgfeld:

Länge (m)	40.00
Breite (m)	4.00

**2 Notice of the Federal Waterways and Shipping Agency – Northern Region Office****2.1 River Elbe****2.1.1** Composite units being pushed

Under the Binnenschiffsuntersuchungsordnung (inland waterway vessel inspection ordinance), composite units being pushed whose overall length is more than 106.00 metres or which have more than one coupling are not allowed to navigate in the area of the Elbe maritime waterway.

**2.1.2** Composite units being towed

Overall length (m) of the tow	100.00 or
overall width (m) of the tow	24.00

**2.2 River Krückau**

2.2.1	Composite units being pushed	length overall of (m)	50.00 or
		maximum beam of (m)	7.00 or
		draught (m)	2.00

2.2.2	Composite units being towed	length overall of (m)	30.00 or
		maximum beam of (m)	7.00 or
		draught (m)	2.00

**2.3 River Pinnau****2.3.1** km 19.8 to 17.8

2.3.1.1	Composite units being pushed	length overall of (m)	80.00 or
		maximum beam of (m)	8.50 or
		draught (m)	1.90

2.3.1.2	Composite units being towed	length overall of (m)	30.00 or
		maximum beam of (m)	8.50 or
		draught (m)	1.90

**2.3.2** km 17.8 to 9.5

2.3.2.1	Composite units being pushed	length overall of (m)	55.00 or
		maximum beam of (m)	8.50 or
		draught (m)	1.90

2.3.2.2	Composite units being towed	length overall of (m)	30.00 or
		maximum beam of (m)	8.50 or
		draught (m)	1.90

**2.4 River Stör**

Composite units being towed	length overall of (m)	60.00 or
	maximum beam of (m)	10.00 or
	draught (m)	3.80

<b>2.5</b>	<b>Approach to River Este</b>	
2.5.1	Composite units being towed	length overall of (m) 100.00 or maximum beam of (m) 24.00 or draught (m) 4.00
	<b>Baltic Sea</b>	
<b>2.6</b>	<b>Flensburger Förde</b>	
		length overall of (m) 120.00 or maximum beam of (m) 28.00 or draught (m) 7.00

10. extraordinarily large vessel

the term “extraordinarily large vessel” denotes a vessel exceeding, in terms of length, breadth, or draught, the dimensions that have been made known by a Notice or Notices under the provisions of Section 60(1) below to apply to a given navigable waterway;

**Extraordinarily large vessels (Section 2(1)(Item 10) SeeSchStrO)**

Extraordinarily large vessels shall be those vessels exceeding any one or more of the following dimensions including the projecting load (the draught values (max. draught in fresh water) indicated being applicable on the understanding that the designated water depths are, in fact, existing and that at least median values may be expected for the tide at High Water in tidal waters, respectively, for the water level in non-tidal waters.:

	<b>North Sea</b>	
<b>2</b>	<b>Notice of the Federal Waterways and Shipping Agency – North Western Region Office</b>	
<b>2.1</b>	<b>River Jade</b>	
	Bulk vessels	Length (m) 350.00 Beam (m) 60.00 Draught (m) 18.00 inbound 17.00 outbound
	All other vessels	Length (m) 400.00 Beam (m) 60.00 Draught (m) 18.00 inbound 17.00 outbound
<b>2.2</b>	<b>Weser</b>	
2.2.1	Route Sea – Bremerhaven (Stromkaje) – Sea	Length (m) 350.00 Beam (m) 46.00 Draught (m) 14.50 freshwater
2.2.2	Route Sea – Nordenham	Length (m) 270.00 Draught (m) 13.00 freshwater
2.2.3	Route Sea – Brake	Length (m) 270.00 Draught inbound (m) 11.90 freshwater Draught outbound (m) 11.60 freshwater

2.2.4 Route Brake – Bremen (turning basin Bremen “Überseehafen” Port)  
a) For Vessels bound to navigate by the tide

L↓	L/B	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5
190*	B	34.40	33.90	33.30	32.80	32.20	31.70	31.10	30.60	30.20	29.70	29.20
	Tfg.	9.50	9.60	9.75	9.85	10.00	10.10	10.20	10.35	10.45	10.60	10.70
195*	B	35.50	34.80	34.20	33.60	33.00	32.50	32.00	31.50	31.00	30.50	30.00
	Tfg.	9.30	9.40	9.55	9.65	9.80	9.90	10.00	10.15	10.25	10.40	10.50
200**	B	36.40	35.70	35.10	34.50	33.90	33.30	32.80	32.30	31.80	31.30	30.80
	Tfg.	9.15	9.25	9.40	9.50	9.65	9.75	9.85	10.00	10.10	10.25	10.35
205	B	37.50	36.60	36.00	35.30	34.70	34.20	33.60	33.10	32.50	32.00	31.50
	Tfg.	8.95	9.05	9.20	9.30	9.45	9.55	9.65	9.80	9.90	10.05	10.15
210	B	38.20	37.50	36.80	36.20	35.60	35.00	34.40	33.90	33.30	32.80	32.30
	Tfg.	8.80	8.90	9.05	9.15	9.30	9.40	9.50	9.65	9.75	9.90	10.00
215	B	39.10	38.40	37.70	37.10	36.40	35.80	35.20	34.70	34.10	33.60	33.10
	Tfg.	8.65	8.75	8.90	9.00	9.15	9.25	9.35	9.50	9.60	9.75	9.85
220	B	40.00	39.30	38.60	37.90	37.30	36.70	36.10	35.50	34.90	34.40	33.80
	Tfg.	8.45	8.55	8.70	8.80	8.95	9.05	9.15	9.30	9.40	9.55	9.65
225	B	40.90	40.20	39.50	38.80	38.10	37.50	36.90	36.30	35.70	35.20	34.60
	Tfg.	8.25	8.35	8.50	8.60	8.75	8.85	8.95	9.10	9.20	9.35	9.45
230	B	41.80	41.10	40.40	39.70	39.00	38.30	37.70	37.10	36.50	35.90	35.40
	Tfg.	8.10	8.20	8.35	8.45	8.60	8.70	8.80	8.95	9.05	9.20	9.30
235	B	42.70	42.00	41.20	40.50	39.80	39.20	38.50	37.90	37.30	36.70	36.20
	Tfg.	7.90	8.00	8.15	8.25	8.40	8.50	8.60	8.75	8.85	9.00	9.10
240	B	43.60	42.90	42.10	41.40	40.70	40.00	39.30	38.70	38.10	37.50	36.90
	Tfg.	7.75	7.85	8.00	8.10	8.25	8.35	8.45	8.60	8.70	8.85	8.95
245	B	44.50	43.80	43.00	42.20	41.50	40.80	40.20	39.50	38.90	38.30	37.70
	Tfg.	7.55	7.65	7.80	7.90	8.05	8.15	8.25	8.40	8.50	8.65	8.75
250	B	45.40	44.60	43.90	43.10	42.40	41.70	41.00	40.30	39.70	39.10	38.50
	Tfg.	7.40	7.50	7.65	7.75	7.90	8.00	8.10	8.25	8.35	8.50	8.60

\* Applies to vessels proceeding upstream

\*\* Maximum permissible draught

for vessels -proceeding downstream

L = Length in metres

B = Beam in metres

$L/B$  = Coefficient Length/Beam

Tfg. = Draught in metres

**2.2.4 Route Brake – Bremen (turning basin Bremen “Überseehafen” Port)**  
**b) For vessels not bound to navigate by the tide**

L	190		195		200		205		210		215		220		225		230*	
L/B	B	Tg	B	Tg	B	Tg	B	Tg	B	Tg	B	Tg	B	Tg	B	Tg	B	Tg
7.2		Max.							29.20	7.55	29.90	7.40	30.60	7.30	31.30	7.10	31.90	6.95
7.1		Tfg.							29.60	7.50	30.30	7.35	31.00	7.25	31.70	7.05	32.40	6.90
7.0		7.60 m					29.30	7.60	30.00	7.45	30.70	7.30	31.40	7.20	32.10	7.00	32.90	6.85
6.9							29.70	7.55	30.40	7.40	31.20	7.25	31.90	7.15	32.60	6.95	33.30	6.80
6.8							30.10	7.50	30.90	7.35	31.60	7.20	32.40	7.10	33.10	6.90	33.80	6.75
6.7					29.90	7.60	30.60	7.40	31.30	7.25	32.10	7.10	32.80	7.00	33.60	6.80	34.30	6.65
6.6					30.30	7.55	31.10	7.35	31.80	7.20	32.60	7.05	33.30	6.95	34.10	6.75	34.80	6.60
6.5			30.00	7.60	30.80	7.50	31.50	7.30	32.30	7.15	33.10	7.00	33.80	6.90	34.60	6.70	35.40	6.55
6.4			30.50	7.55	31.30	7.45	32.00	7.25	32.80	7.10	33.60	6.95	34.40	6.85	35.20	6.65	35.90	6.50
6.3			31.00	7.50	31.80	7.40	32.50	7.20	33.30	7.05	34.10	6.90	34.90	6.80	35.70	6.60	36.50	6.45
6.2			31.50	7.40	32.30	7.30	33.10	7.10	33.90	6.95	34.70	6.80	35.50	6.70	36.30	6.50	37.10	6.35
6.1			32.00	7.35	32.80	7.25	33.60	7.05	34.40	6.90	35.20	6.75	36.10	6.65	36.90	6.45	37.70	6.30
6.0			32.50	7.30	33.30	7.20	34.20	7.00	35.00	6.85	35.80	6.70	36.70	6.60	37.50	6.40	38.30	6.25
5.9			33.00	7.25	33.90	7.15	34.70	6.95	35.60	6.80	36.40	6.65	37.30	6.55	38.10	6.35	39.00	6.20
5.8			33.60	7.20	34.50	7.10	35.30	6.90	36.20	6.75	37.10	6.60	37.90	6.50	38.80	6.30	39.70	6.15
5.7			34.20	7.10	35.10	7.00	36.00	6.80	36.80	6.65	37.70	6.50	38.60	6.40	39.50	6.20	40.40	6.05

\* Vessels with a length between 230 m and 250 m shall be treated as “vessels bound to navigate by the tide.”

L = Length in metres

B = Beam in metres

L/B = Coefficient Length/Beam

Tfg. = Draught in metres

**2.2.5 Route Bremen (entranced to turning basin Bremen “Überseehafen” Port) – Europahafen**

Length (m) 140.00  
 Beam (m) 20.00  
 Draught (m) 6.50 tide-independent  
 9.00 tide-dependent

**2.2.6 Route Bremen Europahafen – Bremen railway bridge**

Length (m) 135.00  
 Beam (m) 15.00  
 Draught (m) 2.50 tide-independent  
 5.50 tide-dependent

**2.3 River Hunte**

**2.3.1 Route Hunte estuary – Elsfleth (km 21.0)**

Length (m) 105.00  
 Beam (m) 14.00  
 Draught (m) 3.00 tide-independent  
 6.00 tide-dependent

**2.3.2 Route Elsfleth (km 21.0) – Oldenburg (km 1.0)**

Seagoing vessels: Length (m) 86.00  
 Beam (m) 10.50  
 Inland waterway vessels: Length (m) 100.00  
 Beam (m) 10.50

2.3.3	Route Oldenburg (km 1.0) – Oldenburg (km 0.0)		
	Seagoing vessels:	Length (m)	86.00
		Beam (m)	10.50
		Draught (m)	2.50
	Inland waterway vessels:	Length (m)	100.00
		Beam (m)	10.50
		Draught (m)	2.50
<b>3</b>	<b>Notice of the Federal Waterways and Shipping Agency – Northern Region Office</b>		
	<b>North Sea</b>		
<b>3.1</b>	<b>Husumer Au</b>		
		Maximum Beam (m)	13.00 or
		Draught (m)	3.80
<b>3.2</b>	<b>River Elbe</b>		
		Length overall (m)	330.00 or
		Maximum Beam (m)	45.00
<b>3.3</b>	<b>River Schwinge</b>		
3.3.1	km 0.2 to 4.6	Length overall (m)	55.00 or
		Maximum Beam (m)	7.50 or
		Draught (m)	2.70
<b>3.4</b>	<b>River Este (upstream from the Inneres Sperrwerk Barrier)</b>		
		Length overall (m)	25.00 or
		Maximum Beam (m)	5.50 or
		Draught (m)	1.60
3.4.1	Approach to River Este	Length overall (m)	150.00 or
		Maximum Beam (m)	25.00 or
		Draught (m)	4.00
<b>3.5</b>	<b>River Stör (km 23.5 to 48)</b>		
		Length overall (m)	85.00 or
		Maximum Beam (m)	10.00 or
		Draught (m)	3.80
3.5.1	River Stör estuary up to km 48.0	Length overall (m)	90.00 or
		Maximum Beam (m)	15.00 or
		Draught (m)	4.00
<b>3.6</b>	<b>River Krückau</b>		
		Length overall (m)	40.00 or
		Maximum Beam (m)	6.00 or
		Draught (m)	1.40
<b>3.7</b>	<b>River Pinnau (km 9.5 to 19.9)</b>		
		Length overall (m)	67.00 or
		Maximum Beam (m)	8.50 or
		Draught (m)	2.80

<b>Baltic Sea</b>			
<b>3.8</b>	<b>Flensburger Förde</b>		
		Length overall (m)	180.00 or
		Maximum Beam (m)	28.00 or
		Draught (m)	7.00 m
<b>3.9</b>	<b>River Schlei (only up to Kappeln)</b>		
		Length overall (m)	75.00 or
		Maximum Beam (m)	13.00 or
		Draught (m)	3.80
<b>3.10</b>	<b>Kieler Förde</b>		
		Length overall (m)	235.00 or
		Maximum Beam (m)	35.00 or
		Draught (m)	9.70
<b>3.11</b>	<b>Heiligenhafen</b>		
		Length über alles (m)	90.00 or
		Maximum Beam (m)	13.20 or
		Draught (m)	4.30
<b>3.12</b>	<b>Neustadt</b>		
		Length overall (m)	90.00 or
		Maximum Beam (m)	13.50 or
		Draught (m)	4.50
<b>3.13</b>	<b>Trave</b>		
3.13.1	from Approach Buoy Trave up to the Stülper Huk (kilometric marking 21.2)		
		Length overall (m)	190.00 or
		Maximum Beam (m)	29.00 or
		Draught (m)	8.00
3.13.2	Stülper Huk (km 21.2) up to Lightpole 32 (kilometric marking 12.5)		
		Length overall (m)	180.00 or
		Maximum Beam (m)	25.50 or
		Draught (m)	7.50
3.13.3	Lightpole 32 (km 12.5) up to city ports		
		Length über alles (m)	140.00 or
		Maximum Beam (m)	19.00 or
		Draught (m)	6.50
<b>3.14</b>	<b>Wismar</b>		
		Length overall (m)	140.00 or
		Maximum Beam (m)	21.00 or
		Draught (m)	8.00
<b>3.15</b>	<b>River Warnow</b>		
3.15.1	Rostock fairway up to Berth 60 Überseehafen Port		
		Length overall (m)	230.00 or
		Maximum Beam (m)	36.00 or
		Draught (m)	12.00
3.15.2	Berth 60 Überseehafen Port up to Marienehe		
		Length overall (m)	125.00 or
		Maximum Beam (m)	17.50 or
		Draught (m)	7.50

3.15.3	Marienehe up to Stadthafen port	Length overall (m)	125.00 or
		Maximum Beam (m)	17.50 or
		Draught (m)	5.50
<b>3.16</b>	<b>Northern Approach to Stralsund</b>		
3.16.1	by day and at a range of visibility of more than 1000 m	Length overall (m)	95.00 or
		Maximum Beam (m)	13.00 or
		Draught (m)	3.70
		größte Höhe (m)	37.00
3.16.2	by night and at a range of visibility of less than 1000 m	Length overall (m)	80.00 or
		Maximum Beam (m)	13.00 or
		Draught (m)	3.50
		Maximum height (m)	37.00
<b>3.17</b>	<b>Eastern Approach to Stralsund including the Landtief Shoals</b>		
3.17.1	Landtief Shoals to Stralsund South (Süd)	Length overall (m)	140.00 or
		Maximum Beam (m)	20.00 or
		Draught (m)	6.10
3.17.2	Landtief Shoals to Stralsund City Port (Stadthafen)	Length overall (m)	120.00 or
		Maximum Beam (m)	14.00 or
		Draught (m)	4.80
		größte Höhe (m)	37.00
3.17.3	Landtief Shoals to Ports of Lubmin/Vierow/Ladebow	Length overall (m)	120.00 or
		Maximum Beam (m)	17.50 or
		Draught (m)	5.70
<b>3.18</b>	<b>Peenestrom including the Osttief Shoals up to Wolgast</b>		
3.18.1	by day and at a range of visibility of more than 1000 m and winds not exceeding force 5 Bft	Length overall (m)	115.00 or more, or
		Maximum Beam (m)	20.00 or more, or
		Draught (m)	5.20 or more, or
3.18.2	by night and at a range of visibility of less than 1000 m and winds exceeding force 5 Bft	Length overall (m)	90.00 or more, or
		Maximum Beam (m)	17.50 or more, or
		Draught (m)	5.00 or more, or
<b>3.19</b>	<b>Peenestrom from Landtief via Loch up to Wolgast (approaching from northerly directions)</b>		
3.19.1	by day and with a range of visibility of more than 1 000 m and winds not exceeding 5 Bft	Length overall (m)	115.00 or
		Maximum Beam (m)	20.00 or
		Draught (m)	5.70



3.19.2	by night and with a range of visibility of 1 000 or less or with winds exceeding 5 Bft
	Length overall (m) 90.00 or
	Maximum Beam (m) 17.50 or
	Draught (m) 5.50

10a. high-speed craft

the term “high-speed craft” denotes a vessel built and operated in accordance with the provisions of the International Code of Safety for High-Speed Craft (promulgated in the “Bundesanzeiger” 21a of 3 January 1996) and other vessels operated in accordance with the said Code;

11. passenger vessel

the term “passenger vessel” denotes a vessel engaged in, or provided for, the carriage of more than twelve persons on a commercial basis;;

12. ferry

the term “ferry” denotes a vessel employed for crossing traffic between any two opposite banks or embankments;

13. right-of-way vessel

the term “right-of-way vessel” denotes

- a) either a vessel (other than a vessel passing through the Kiel Canal) exceeding the dimensions that have been made known by a Notice or Notices under the provisions of Section 60(1) below to apply to a given navigable waterway or a vessel being forced to navigate in the deepest channel of a fairway on account of her draught, her length, or some other characteristics;
- b) a vessel navigating in the waters that extend between the seaward delimitation in terms of Items 1 and 2 of the second sentence of Section 1(1) above and the seaward delimitation of the territorial sea, and fulfilling the relevant preconditions made known by a Notice or Notices under the provisions of Section 60(1) below by the competent shipping police authority;

any such vessel shall be deemed a “vessel restricted in her ability to manoeuvre” in terms of Rule 3(g) of the International Regulations for Preventing Collisions at Sea, 1972, as amended;

**Right-of-way vessels (Section 2(1)(Items 13a and b) SeeSchStrO)**

**3/4 Notice of the Federal Waterways and Shipping Agency – Northern and North Western Region Office**

Every vessel wishing to enjoy the right of way shall send a dedicated message indicating this wish to the competent Vessel Traffic Centre.

“Right-of-way vessels” shall be those vessels that comply with any one or more of the following conditions:

- They exceed the dimensions listed below.
- They are constrained, by any other characteristics, to make use of the deepest part of the fairway.
- They fulfil the conditions specified hereunder.

**North Sea**

**3.1/4.1 Inner German Bight**

Vessels en route from Lightvessel German Bight or from the deepwater roadstead to River Jade, River Weser or River Elbe and who, on account of their draught, are bound to navigate by the tide in the district ahead of them and, therefore, enjoy the right of way.

### Notice of the Federal Waterways and Shipping Agency – North Western Region Office

#### 3.2

#### River Weser

a)	Sea – Bremerhaven (Stromkaje) – Sea
	Draught (m) 12.30 freshwater
b)	Bremerhaven – Nordenham
	Draught (m) 10.00 freshwater
c)	Nordenham – Brake
	Draught (m) 7.92 freshwater

14. inland vessel  
the term “inland vessel” denotes a vessel to which a “Fahrtauglichkeitsbescheinigung” – which is a certificate of fitness for inland navigation under the provisions of the Inland Vessels (Surveys and Certification) Ordinance of 6 December 2008 (promulgated in the Federal Law Gazette I, p 2450) in the current version has been issued; this term includes inland vessels flying a foreign flag;
15. exempt vessel  
the term “exempt vessel” denotes a vessel that is exempted from otherwise compulsory pilotage;
16. certain dangerous goods  
the term “certain dangerous goods” comprises
  - any quantity exceeding an aggregate of 100 kilograms per vessel of goods of Class 1 – Divisions 1.1, 1.2, and 1.3, Class 4.1, and Class 5.2 in terms of the International Maritime Dangerous Goods Code (official German translation promulgated in the “Bundesanzeiger” 158a of 23 August 1995), provided, in the cases of goods of Classes 4.1 and 5.2, that they must bear the subsidiary risk label “EXPLOSIVE”;
  - any quantity of goods referred to in Section 30(1)(Item 1) below, when carried in bulk in tankers or in composite units;
17. flashpoint  
the term “flashpoint” denotes the lowest temperature, expressed in degrees Centigrade, at which inflammable vapours develop in such quantity as to be capable of being ignited. Flashpoint values given in the present Ordinance refer to tests made by applying the closed-cup method and using an approved type of test apparatus;
18. for the purposes of the present Ordinance’s provisions applying to the Kiel Canal,
  - a) vessel category  
the term “vessel category” denotes a category of vessels as made known by a Notice or Notices under the provisions of Section 60(1) below;
  - b) pleasure craft  
the term “pleasure craft” denotes a vessel used exclusively for the purposes of sports and pleasure;
  - c) siding  
the term “siding” denotes waters dedicated for the purposes of waiting for, meeting, or overtaking other vessels;
  - d) approach channel  
the term “approach channel” denotes waters on the seaward side of the by-ports at the entrance locks to the Kiel Canal. Such approach shall be deemed a “fairway” for the purposes of the present Ordinance;
  - e) by-port  
the term “by-port”, when not accompanied by a qualifying adjective, denotes the waters extending between a line connecting the seaward lock-heads and a line connecting the seaward entrance lights at the Brunsbüttel respectively the Kiel-Holtenau Locks;

## **5 Traffic Categories on the Kiel Canal (Section 2(1)(Item 18a) SeeSchStrO)**

### **5.1 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**

The term “traffic category” denotes various groups of vessels as defined for the purposes of Vessel Traffic. account being taken of the following definitions:

5.1.1 Particularly dangerous vessels and composite units:

5.1.1.1 Term includes vessels and composite units carrying certain dangerous goods in terms of Section 2(1)(Item 16) SeeSchStrO; excluding tankers carrying goods in terms of Section 30(1) (Item 1c) SeeSchStrO with a flashpoint of 55°C and above.

5.1.1.2 Term includes tankers carrying other not in Section 30(1) (Item 1b) SeeSchStrO specified chemical goods with a flash-point below 55°C.

5.1.1.3 Term excludes empty tankers having carried goods in terms of aforementioned tirets with a flashpoint below 55°C as far as the tanks have not been cleaned and de-gassed or completely inerted afterwards.

5.1.2 Length:  
Term denotes the “length overall” in the case of vessels and composite units being pushed. In the case of composite units being towed. it denotes the added lengths overall of the tug and complete tow. including rigidly connected tugs. not including the towing line.

5.1.3 Beam:  
Term denotes the “maximum breadth” of a vessel or composite unit including any rigid parts protruding over the main body.

5.1.4 Draught:  
Term denotes the “maximum draught” of a vessel or composite unit.

### **5.2 How to arrive at the correct traffic category when other than whole numbers are given:**

Values for length and beam should be interpolated. with 1.00 metre of length corresponding to 0.10 metres of breadth. Length values below 0.5 should be rounded down to the next whole metre and breadth values below 0.5 should be rounded down to the next whole decimetre. whereas length values of 0.5 and above should be rounded up to the next whole metre and breadth values of 0.5 and above should be rounded up to the next whole decimetre.

### **5.3 Traffic category 1**

5.3.1 Vessels and composite units being pushed other than those within the description of particularly dangerous vessels and composite units being pushed are up to

Length (m)	45.00 / 55.00
Beam (m)	9.50 / 8.50
Draught (m)	3.10 / 3.10

or, in case of multiple-hulled craft for sporting purposes

Length (m)	20.00
Beam (m)	12.00
Draught (m)	3.10

5.3.2 Composite units being towed other than those within the description of particularly dangerous composite units being towed are up to

Length (m)	65.00
Beam (m)	10.00
Draught (m)	3.10

**5.4 Traffic category 2**

5.4.1 Vessels and composite units being pushed other than those of traffic category 1 plus other than those within the description of particularly dangerous vessels and composite units being pushed are up to

Length (m)	65.00 /85.00
Beam (m)	13.00 /11.00
Draught (m)	3.70 / 3.70

or, in the case of an inland vessel

Length (m)	105.00
Beam (m)	9.00
Draught (m)	3.10

5.4.2 Composite units being towed other than those of traffic category 1 plus other than those within the description of particularly dangerous composite units being towed are up to

Length (m)	85.00
Beam (m)	13.50
Draught (m)	3.70

**5.5 Traffic category 3**

5.5.1 Vessels and composite units being pushed other than those of any of the above traffic categories plus other than those within the description of particularly dangerous vessels and composite units being pushed are up to

Length (m)	120.00/140.00
Beam (m)	19.00/ 17.00
Draught (m)	6.10/ 6.10

5.5.2 Composite units being towed other than those of any of the above traffic categories plus other than those within the description of particularly dangerous composite units being towed are up to

Length (m)	135.00
Beam (m)	19.00
Draught (m)	6.10

5.5.3 Particularly dangerous vessels and composite units being pushed and towed with measurements of the traffic categories 1 and 2. Exempt are double-hull tankers as well as particularly dangerous vessels and composite units being pushed and towed when shipping certain dangerous goods in containers.

**5.6 Traffic category 4**

5.6.1 Vessels and composite units being pushed other than those of any of the above traffic categories plus other than those within the description of particularly dangerous vessels and composite units being pushed are up to

Length (m)	130.00/160.00
Beam (m)	23.50/ 20.50
Draught (m)	9.50/ 9.50

5.6.2 Composite units being towed other than those of any of the above traffic categories plus other than those within the description of particularly dangerous composite units being towed are up to

Length (m)	155.00
Beam (m)	23.50
Draught (m)	6.10

5.6.3 Particularly dangerous vessels and composite units being pushed and towed with measurements of the traffic category 3. Exempt are double-hull tankers as well as particularly dangerous vessels and composite units being pushed and towed when shipping certain dangerous goods in containers.

<b>5.7</b>	<b>Traffic category 5</b>		
5.7.1	Vessels and composite units being pushed other than those of any of the above traffic categories are up to	Length (m)	200.00/210.00
		Beam (m)	28.00/ 27.00
5.7.2	Composite units being towed other than those of any of the above traffic categories are up to	Length (m)	185.00
		Beam (m)	27.00
		Draught (m)	9.50
5.7.3	Particularly dangerous vessels and composite units being pushed and towed with measurements of the traffic category 4 and 5. Exempt are double-hull tankers as well as particularly dangerous vessels and composite units being pushed and towed when shipping certain dangerous goods in containers.		
<b>5.8</b>	<b>Traffic category 6</b>		
5.8.1	All vessels and composite units being pushed and towed other than those of any of the above traffic categories.		
5.8.2	Approved extraordinary composite units being towed (Section 2 (1) (Item 9) See-SchStrO) other than those of any of the above traffic categories.		
<b>5.9</b>	<b>Upgrading on a case-by-case basis:</b>		
	The Waterways and Shipping Office at Brunsbüttel or Kiel-Holtenau, as the case may be, may upgrade individual vessels and composite units so as to fall into a higher vessel category, if the safety of traffic so requires.		

19. visual signs of a vessel  
the term “visual signs of a vessel” comprises lights, shapes, flags, and tables;
20. shapes of a vessel  
the term “shapes of a vessel” comprises spheres, cones, diamonds, and cylinders;
21. jetbike  
the term “jetbike” denotes any type of water-sports equipment featuring water-jet propulsion and commonly known by such names as “water bob”, “water scooter”, “jetbike”, “jet ski”, or the like. No such item of equipment shall be deemed a “vessel” for the purposes of the present Ordinance;
- 21a.parasailing  
the term “parasailing” comprises hang-gliding and parachute-flying behind a towing water craft;
- 21b.towing of gear for water-sports  
the term “towing of gear for water-sports” comprises towing of inflatable buoyant hulls carrying persons by tractor craft;
- 21c.kite surfing  
the term “kite surfing” comprises surfing behind a surfboard towed by a kite;
22. maritime traffic control  
the term “maritime traffic control” comprises the whole complex of traffic information and traffic assistance provided, and any restraints for the control and regulation of traffic issued or imposed, by a VTS centre for preventing collisions and groundings, for controlling the traffic flow, or for preventing hazards to the marine environment as may arise from shipping;

23. traffic information  
the term “traffic information” denotes navigational warnings and other information as may be provided by a VTS centre at pre-determined times, or at regular intervals, or upon request of individual vessels, and which may cover such aspects as fairway, weather and tidal conditions or the prevailing traffic situation;
  24. traffic assistance  
the term “traffic assistance” denotes advice and warnings as may be provided to the shipping community by a VTS centre as well as recommendations provided through a VTS centre by sea pilots advising ships under the provisions of Section 23(1) of the Sea Pilotage Act as per Official Notice of 13 September 1984 (promulgated in the Federal Law Gazette I, p 1213) and last modified by Article 3 of the Act of 17 July 1997 (promulgated in the Federal Law Gazette I, p 1832); such advice, warnings, and recommendations being provided in restricted visibility, or upon request, or when a VTS centre, upon assessment of its observation of traffic, deems it necessary to provide them; they may cover such aspects as the positions kept, the courses steered, the speeds attained and the manoeuvres made by specific vessels as well as the times of given vessels passing given points (as fairway, weather and tidal conditions or the prevailing traffic situation may require);
  25. traffic instructions  
the term “traffic instructions” denotes injunctions as may be imposed, on a case-by-case basis, by a VTS centre acting in its capacity as shipping police authority; such traffic instructions may cover right-of-way, overtaking, or head-on situations, minimum and maximum speeds, or may specify details to be observed by vessels proceeding on a given navigable waterway (as fairway, weather and tidal conditions or the prevailing traffic situation may require);
  26. traffic flow control  
the term “traffic flow control” denotes measures as may be taken by one or both of the VTS centres on the entrances to the Kiel Canal for the purpose of averting dangers or controlling the traffic flow;
  27. VTS centre  
the term “VTS centre” (which is the commonly used abbreviated form of the term “vessel traffic services centre”) denotes any one of the centres set up by the Federal Waterways and Shipping Administration for the control of traffic in, as well as en route to and from, a given shipping district.
  28. AIS  
the term “AIS” denotes a shipborne automatic identification system as defined by regulation V/19.2.4 of the International Convention for the Safety of Life at Sea, 1974 (Federal Law Gazette 1979 II p. 141), as last amended in accordance with the Act of 22 December 2003 (Federal Law Gazette 2003 II p. 2018).
- (2) For the purposes of the present Ordinance,
1. by day  
the expression “by day” means the time between sunrise and sunset;
  2. by night  
the expression “by night” means the time between sunset and sunrise.

### § 3 Basic rules for conduct in traffic

(1) The conduct of every person taking part in shipping traffic shall be such as to ensure the safety and easy flow of shipping traffic and to avoid any other person to be exposed to any damage or detriment, to be put at risk, or to be impeded or molested any more than is inevitable in the circumstances prevailing. Every person taking part in shipping traffic shall, in particular, take any precaution as may be required by the practice of good seamanship or by the special circumstances of the case. Any person in command of a vessel that is fitted with a VHF radiotelephone installation, while complying with applicable rules and regulations governing the conduct of vessels taking part in shipping

traffic, shall maintain a listening watch for traffic information and assistance provided by a VTS centre – such information and assistance being, routinely, given in German and, upon request, in English – and shall take immediate account thereof in accordance with the circumstances of the traffic situation prevailing.

(2) With due regard to the specific circumstances prevailing, any necessary action shall be taken to avoid immediate danger, even if doing so should require a departure from the provisions of the present Ordinance.

(3) No person, when impaired in his or her ability to safely navigate a vessel or safely perform other bridge, deck or machinery services as a result of physical or mental deficiencies or of the intake of alcoholic beverages or other intoxicating substances, shall navigate a vessel nor perform other bridge, deck or machinery services as a member of the ship's crew. This rule shall apply, *mutatis mutandis*, to riding a jetbike and to kite- and wind-surfing.

(4) No person with a breath alcohol content of 0.25 mg/l or more or a blood alcohol content of 0.5 alcohol level or more or after an intake of alcohol that may lead to such a breath or blood alcohol content shall navigate a vessel nor perform other bridge, deck or machinery services as a member of the ship's crew. This rule shall apply, *mutatis mutandis*, to riding a jetbike and to kite- and wind-surfing.

(5) The master of passenger ship or a vessel subject to the bans and restrictions affecting navigation in accordance with Section 30(1) may neither consume alcoholic beverages when working during the journey, nor be under the influence of such beverages at the start of work. During rest periods and other recreational periods on board, the master may consume alcoholic beverages if it can be ensured that he or she is no longer under the influence of such beverages when carrying out safety-critical tasks. Sentence 1 also applies to crew members carrying out bridge service.

#### **§ 4 Responsibility**

(1) Any person in command of a vessel as well as any other person responsible for safety shall comply with the provisions of the present Ordinance on conduct in traffic and on the equipment of vessels with arrangements for exhibiting visual signs and making sound signals. As far as inland vessels are concerned, such compliance shall also be due by any member of the crew who may temporarily be engaged in determining the vessel's course and speed on his or her own.

(2) A sea pilot shall also be a person responsible in terms of the present Ordinance; he shall provide advice to the person in command of the vessel so as to put such person in a position to comply with the provisions of the present Ordinance.

(3) Notwithstanding the provisions of paragraph (1) above, the person in command of a composite unit, whether pushed or towed, shall be responsible for the safe navigation of such composite unit. The person in command of the composite unit shall be the person in command of the tug, respectively, the pushing vessel; however, the persons in command of the vessels involved may, before commencing the voyage, designate the person in command of one of the vessels other than the tug, respectively the towing vessel, to be the person in command of the composite unit.

(4) When no person has been identified as being in command of a given vessel and more than one person is entitled to navigate such vessel, the persons so entitled shall, before commencing the voyage, designate the person to be in command of the said vessel.

(5) The provisions of the present Section shall not affect the responsibility of other persons as may be provided for elsewhere in this Ordinance or in any other applicable instrument.

#### **§ 5 Signs and signals for navigational purposes**

(1) For the purposes of the present Ordinance, the term "signs and signals for navigational purposes" shall comprise visual signs and sound signals embodying requirements, prohibitions, warnings, and/or advice. An exhaustive list of such signs and signals for navigational purposes in use in the area of application of the present Ordinance and embodying requirements or prohibitions is given at Annex I to the present Ordinance; further such signs and signals are referred to in the ordinances

issued under the provisions of Section 60(2) below. Any products manufactured in other Member States of the European Union and not complying with the technical requirements specified in Annex I to the present Ordinance (as well as any related tests, approvals, and inspections conducted in the country of such product's origin) shall be deemed to be equivalent if the said product will provide, with the same degree of permanence, the required level of protection with regard to safety, health, and fitness for use.

(2) Any orders given by means of signs or signals for navigational purposes, embodying requirements or prohibitions, shall be complied with.

(3) Any action damaging signs or signals for navigational purposes or affecting the capability of such signs or signals of being discerned and identified shall be prohibited.

## **§ 6 Visual signs and sound signals of vessels**

(1) Unless otherwise provided for in the following provisions, vessels may, in addition to the visual signs and sound signals prescribed under the provisions of the International Regulations for Preventing Collisions at Sea, 1972, as amended, only exhibit the visual signs and make the sound signals as provided for in Annex II to the present Ordinance and shall do so for no other purposes than those provided for in that Annex. The visual signs and sound signals prescribed under the provisions of the International Code of Signals shall be used for no other purposes than those provided for in that Code. No visual signs shall be exhibited, nor any sound signals be made, that may be mistaken for those prescribed or provided for. The application of the present provision shall not affect the application of the provisions of the "Allgemeine Zollordnung" (the German General Customs Ordinance) nor of Rule 1(c) or (e) of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

(2) Lanterns, lights, and searchlights shall be used only so as to avoid undue glare as might jeopardize or impede the safe navigation of other vessels.

(3) The provisions of Rule 33 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, shall apply, *mutatis mutandis*, to equipment for making the sound signals prescribed in the present Ordinance. The efficiency and operational safety of such sound-signalling appliances shall be ensured at all times. Whenever it is obvious that their efficiency or operational safety is impaired, the person in command of the vessel concerned as well as such vessel's owner shall, without delay, make arrangements for proper repairs to be carried out.

(4) Any products manufactured in other Member States of the European Union and not complying with the technical requirements specified in the present Ordinance (as well as any related tests, approvals, and inspections conducted in the country of such product's origin) shall be deemed to be equivalent if the said product will provide, with the same degree of permanence, the required level of protection with regard to safety, health, and fitness for use.

## **§ 7 Vessels in the Public Service**

Vessels in the Public Service shall be exempt from the provisions of the present Ordinance to the extent that this is imperative for the fulfilment of tasks arising from the exercise of sovereignty, due account being taken of all aspects of *ordre public*. In the event that the safety or easy flow of traffic is put at risk in the execution of police duties, the visual sign described under Item 1 of Annex II.1 to the present Ordinance shall be exhibited. Sentence 1 also applies to vessels of the German Society for the Rescue of Shipwrecked Sailors insofar as they perform search and rescue services in the event of an emergency at sea in accordance with Section 1 no. 7 of the Maritime Navigation (Federal Competences) Act.



## Part Two

### Visual signs of and sound signals of vessels

#### § 8 General

(1) The provisions of Rule 20 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, as well as those of Annex I thereto shall apply, *mutatis mutandis*, to matters related to the visual signs prescribed by the present Ordinance. Any visual signs to be exhibited under the provisions of the present Ordinance and under those of the International Regulations for Preventing Collision at Sea, 1972, as amended, shall be carried on board at all times and shall be fixed in their appropriate place throughout the time during which they shall be exhibited. No visual signs other than signs visible over the whole horizon shall be exhibited, and they shall be exhibited where they can best be seen. The third sentence of the present paragraph shall only apply unless this Ordinance expressly provides otherwise. In derogation of the provisions of the first sentence of the present paragraph, the following provisions shall not apply to inland vessels when navigating on the inshore side of waters within Zone 2 as defined in Annex 1 to the Inland Vessels (Surveys and Certification) Ordinance:

- a) The first sentence of Section 5 of Annex I to the International Regulations for Preventing Collisions at Sea, 1972, as amended, shall not apply, provided that the navigation lights actually used will comply, without screens fitted, with the provisions of Section 9 of Annex I to the International Regulations for Preventing Collisions at Sea, 1972, as amended, or with the provisions referred to in Section 9(4) of the present Ordinance with respect to the horizontal distribution of light.
- b) When sidelights with screens fitted are used, those provisions of the first and second sentences of Section 5 of Annex I to the International Regulations for Preventing Collisions at Sea, 1972, as amended, prescribing that screens must be painted matt black shall not apply.

(2) The minimum range of visibility of any of the lights prescribed under the provisions of the present Ordinance for vessels or extraordinary floating objects shall comply with COLREGs Rule 22.

(3) Any shape prescribed under the present Ordinance may be substituted for by an arrangement that, when viewed from any direction from a distance, has the same appearance as the shape it substitutes.

(4) Unless otherwise provided for, the flags and tables to be exhibited by vessels under the provisions of the present Ordinance shall be of a rectangular format, each side measuring not less than 1 metre. Colours shall not be pale or faded, nor shall such flags and tables be dirty. Instead of the flags prescribed in the present Ordinance, tables of the same size, shape, and colour as any such flag may be exhibited. On vessels of less than 20 metres in length, flags and tables of a size smaller than that prescribed in the present Ordinance may be used, provided that their size is commensurate with the size of the pertinent vessel.

(5) [This paragraph has been suspended.]

#### § 9 Use of navigation lights and sound-signalling appliances

(1) To comply with the provisions of the present Ordinance on the use of lights and sound signals, vessels entitled to fly the flag of the Federal Republic of Germany may use only such navigation lights and sound-signalling appliances as have been type-approved for use on navigable waterways by a “designated body” in terms of Article 9, construed in conjunction with Article 10, of Council Directive 96/98/EC of 20 December 1996 on marine equipment (promulgated in the Official Journal of the European Communities L 46, p 25). The provisions of Section 5, construed in conjunction with the provisions of Annex I Section A. I of the Ship Safety Ordinance of 18 September 1998 (promulgated in the Federal Law Gazette I. pp 3013, 3023) and last amended by Article 2 of the Ordinance of 24 June 1999 (promulgated in the Federal Law Gazette I. p 1462), shall apply, *mutatis mutandis*. Sentences 1 and 2 do not apply to small craft under Art. 1 para. 2 of the ordinance of the provision of small craft and traffic of small craft and to water craft under Art. 1 para. 7 nos. 1–11 of the same ordinance.

(2) In derogation of the provisions of Item 11 of Annex I to the International Regulations for Preventing Collisions at Sea, 1972, as amended, navigation lights shall be operated by electrical current. Notwithstanding this general provision, non-electric navigation lights may be used on a vessel under oars or under sail when such vessel is less than 20 metres in length and is not fitted with an adequate source of electrical power; such lights may also be used on an unmanned vessel, on a manned inland vessel without propulsion machinery, and as reserve lighting of an inland vessel as referred to in Annex III § 6.06 (c) of the Inland Vessels (Surveys and Certification) Ordinance.

(3) In derogation of the provisions of Item 2(a)(i) of Annex I to the International Regulations for Preventing Collisions at Sea, 1972, as amended, the masthead light of any vessel – including vessels the breadth of which exceeds 6 metres – need be placed only at a height above the hull of not less than 6 metres. In derogation of the provisions of Item 2(i) of Annex I to the International Regulations for Preventing Collisions at Sea, 1972, as amended, lights to be carried above each other in a vertical line need be spaced not less than 1 metre apart on vessels operated by the Federal Customs Services, the Water Police or the Federal Border Guard.

(4) On inland waterway vessels in the sense of Art. 8 para. 1 sentence 5, it is also permitted to use navigation lights for the purpose of lighting according to this Ordinance and the Collision Regulations that are authorized by the Federal Maritime and Hydrographic Agency and designated as bright lights or, when used as top lights, as strong lights according to Annex II Art. 7.05 of the Inland Waterway Vessel Inspection Ordinance (BinSchUO) of 6 December 2008 (Federal Law Gazette I p. 2450) as last amended by Article 1 of the Ordinance of 20 December 2012 (Federal Law Gazette I p. 2802), in the currently valid and applicable version. If the efficiency or operational safety of these navigation lights is affected, then they must be properly repaired or replaced immediately.

(5) In derogation of the provisions of Section 2(a) of Annex I to the International Regulations for Preventing Collisions at Sea, 1972, as amended, inland vessels, when navigating on the inshore side of waters within Zone 2 as defined in Annex 1 to the Inland Vessels (Surveys and Certification) Ordinance, need have their forward white light – or, if only one white light is carried, such only white light – placed only at a height above the hull of not less than 5 metres and, when two masthead lights are carried, need have the aft one placed only in a vertical line at least 3 metres higher than the forward one.

## **§ 10 Small vessels**

(1) [This paragraph has been suspended.]

(2) In derogation of the provisions of Rule 25(d) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, sailing vessels of less than 12 metres in length and vessels under oars, when incapable of exhibiting the lights prescribed by Rule 25(a) or (b) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, shall at least exhibit one all-round white light in terms of Rule 21(e) of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

(3) No vessel of the categories referred to in paragraph (2) above, when incapable of exhibiting the lights prescribed in that paragraph, nor any power-driven vessel of less than 7 metres in length, when incapable of exhibiting the lights prescribed by Rules 23(a) and (d) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, shall be underway during the time when lights are prescribed to be exhibited, except in an emergency. To provide for the latter case, an electric torch or a lantern showing a white light shall be carried aboard at all times in such condition as to be readily available for use, and such torch or lantern shall be exhibited in sufficient time to prevent collision.

(4) No vessel of less than 12 metres in length, when at anchor in waters that have been made known by a Notice or Notices under the provisions of Section 60(1) below as anchoring or mooring grounds, need exhibit the visual signs prescribed by Rule 30(a), (b) or (c) of the International Regulations for Preventing Collisions at Sea, 1972, as amended; however, this provision shall be without prejudice to the provisions of Rule 30(e) of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

### **Anchoring and mooring sites for small craft (Section 10(4) See SchStrO)**

Anchoring and mooring sites where the requirement to exhibit the visual signs prescribed under the provisions of Rule 30(a), (b) or (c) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, does not apply to vessels of less than 12.00 m in length:

	<b>North Sea</b>
<b>4</b>	<b>Notice of the Federal Waterways and Shipping Agency – North Western Region Office</b>
<b>4.1</b>	<b>River Weser</b>
4.1.1	Between kilometric marking 56.8 and kilometric marking 57.1
4.1.2	kilometric marking 63
4.1.3	Between kilometric marking 39.65 and kilometric marking 40.0 (West Shore)
<b>6</b>	<b>Notice of the Federal Waterways and Shipping Agency-Northern Region Office</b>
<b>6.1</b>	<b>Anchorage</b>
	<b>North Sea</b>
6.1.1	Lister Tief Shoals North of List Harbour
6.1.2	Blidsel Bucht
6.1.3	area South of Munkmarsch Yacht Harbour
6.1.4	Vortrapptief Shoals North of Hörnum Harbour
6.1.5	Amrum Harbour between Steenodde and Wittdün
6.1.6	Föhrer Ley South of Wyk Harbour
6.1.7	Dagebüller Fahrwasser North of Dagebüll Harbour
	<b>Kiel Canal</b>
6.1.8	Flemluder See
	<b>Baltic Sea</b>
6.1.9	Flensburger Förde, North of Holnis
6.1.10	Schlei
6.1.10.1	Wormshöfter Noor North of latitude 54° 41' 00" N
6.1.10.2	Lindauer Noor West of longitude 009° 49' 00" E
6.1.10.3	Missunder Noor South of latitude 54° 31' 44" N

(5) In derogation of the provisions of Rule 26(c) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, fishing vessels featuring an open deck need exhibit only one all-round white light in terms of Rule 21(e) of the International Regulations for Preventing Collisions at Sea, 1972, as amended. However, this provision shall be without prejudice to the provisions of Rule 26(b) of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

### **§ 11 Signals of inland waterway vessels**

(1) Inland waterway vessels which are not subject to safe manning regulations are not required to give the signals prescribed in Rule 33, International Regulations for Preventing Collisions at Sea.

(2) For the purposes of the Binnenschiffahrtsordnung (German Traffic Regulations for Inland Waterways), a composite unit is regarded as a power-driven vessel and is required to give the sound signals prescribed for power-driven vessels according to Rule 33, International Regulations for Preventing Collisions at Sea.

§ 12 [This section has been suspended.]

§ 13 [This section has been suspended.]

§ 14 [This section has been suspended.]

§ 15 [This section has been suspended.]

§ 16 [This section has been suspended.]

§ 17 [This section has been suspended.]

§ 18 [This section has been suspended.]

## Part Three

### Sound signals of vessels

§ 19 [This section has been suspended.]

§ 20 [This section has been suspended.]

## Part Four

### Sailing rules

#### § 21 Basic principles

(1) The sailing rules contained in the present Part as well as those contained in Part Seven shall apply irrespective of the conditions of visibility prevailing. In derogation of the provisions of Rules 11 and 19 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, the provisions of Rules 13(a) and (c) as well as those of Rules 14(a) and (c) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, shall apply to vessels in a fairway even if such vessels are not in sight of each other but have located each other by radar.

(2) When meeting, overtaking, or passing other vessels or fixed or floating installations, vessels shall do so at a safe distance in terms of Rule 8(d) of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

(3) When in a fairway, vessels shall keep their bow anchors clear to be cast immediately. However, this provision shall not apply to vessels of less than 20 metres in length.

#### § 22 Exceptions from the requirement to proceed on the starboard side of a fairway

(1) In derogation of the requirement under the provisions of Rule 9(a) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, that a vessel “shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable”, all or certain vessel categories (as the case may be) may proceed on the port side of a fairway when navigating within fairway sections made known by a Notice or Notices under the provisions of Section 60(1) below. Vessel categories as made known by a Notice or Notices under the provisions of Section 60(1) below shall keep to the port side of the fairway once they have chosen to proceed on that side.

#### **Exceptions from the requirement to proceed on the right-hand side of a fairway (Section 22(1) SeeSchStrO)**

Parts of the fairway, where vessels have the permission to proceed on the left-hand side of the fairway:

##### **North Sea**

**5 Notice of the Federal Waterways and Shipping Agency – North Western Region Office**

##### **5.1 River Hunte**

Bends in the fairway for vessels bound to navigate by the tide and riding with the tidal current.

<b>7</b>	<b>Notice of the Federal Waterways and Shipping Agency – Northern Region Office</b>
	<b>Nordsee</b>
<b>7.1</b>	<b>Parts of the fairway in which vessels are allowed to proceed on the left-hand side of the fairway (Section 22(1) of the Traffic Regulations for Navigable Maritime Waterways (SeeSchStrO)):</b>
7.1.1	River Stör, Stretch between kilometer marker 25.0 and kilometer marker 50.0.
7.1.2	Kiel Canal
7.1.2.1	In the Brunsbüttel Binnenhafen area.
7.1.2.2	In the Rendsburg Kreishafen area between kilometer marker 60.9 (road tunnel) and kilometer marker 62.7 (rail bridge).
7.1.2.3	In the sidings where mooring is required to be to the free dolphins lying to the port side of the vessel as she would proceed as prescribed in the second sentence of Section 49(2) SeeSchStrO..
7.1.2.4	In the Kiel-Holtenau Binnenhafen area including the waters up to Buoy 7 near the Projensdorf Bunkering Station
7.1.2.5	In the approach to, and in the by-port of, the Kiel-Holtenau Locks.

(2) Any vessel proceeding outside a fairway shall do so in such a manner as to make it clear for anyone to see that such vessel does not use the fairway.

(3) When navigating outside a fairway in waters made known by a Notice or Notices under the provisions of Section 60(1) below, all vessel categories as made known by a Notice or Notices under the provisions of Section 60(1) below shall keep to the right-hand side of the fairway as seen when looking in the direction in which they are proceeding.

**Requirement to keep to the right-hand side of the fairway when proceeding outside a fairway (Section 22(3) SeeSchStrO)**

Waters outside the fairway where vessels must keep to the side on the righthand of the fairway as seen in the direction they are proceeding:

**North Sea**

<b>6</b>	<b>Notice of the Federal Waterways and Shipping Agency – North Western Region Office</b>
<b>6.1</b>	<b>River Weser</b>
	The run from the mouth of River Geeste at Bremerhaven to Vegesack. However, this regulation shall not apply to vessels with a length of less than 12.00 m.
<b>7.2</b>	<b>Notice of the Federal Waterways and Shipping Agency, Northern Region Office</b>
	<b>North Sea</b>
<b>7.2.1</b>	<b>River Elbe</b>
7.2.1.1	The stretch of the fairway between the buoy pairs 31/32 to 35/36 for all vessels in transit.

## § 23 Overtaking

(1) As a rule, an overtaking vessel shall pass the vessel being overtaken on the latter vessel's port side. If the circumstances of the case so require, the overtaking vessel may pass the vessel being overtaken on the latter vessel's starboard side.

(2) The overtaking vessel, acting in compliance with the provisions of Rule 9(e) and Rule 13 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, shall slacken her speed so much, respectively, shall give the vessel being overtaken such a wide berth that no dangerous suction or wash can develop and that no vessel proceeding in the opposite direction will be put at any risk for the entire duration of the overtaking process. The vessel being overtaken shall facilitate the overtaking vessel's action to the greatest possible extent.

(3) Overtaking shall be prohibited

1. in the vicinity of a ferry crossing a river or canal and underway while maintaining connecting lines with one or both banks respectively embankments;
2. in narrow channels and in blind bends;
3. in waters adjoining locks and within locks as well as within the Kiel Canal by-ports and the approaches to the Kiel Canal (with the exception of floating gear in action, which may be overtaken);
4. on such stretches of waterway as well as between such vessels as have been made known by a Notice or Notices under the provisions of Section 60(1) below.

#### **Overtaking ban (Section 23(3) (Item 4) SeeSchStrO)**

Stretches of water where overtaking is prohibited:

##### **North Sea**

#### **7 Notice of the Federal Waterways and Shipping Agency – North Western Region Office**

##### **7.1 River Jade**

7.1.1 Between the pair of buoys 15/16 and 17/18 for all vessels constrained by their draught to keep to the fairway.

7.1.2 For wind forces of 7 Beaufort or higher, the overtaking restriction for the stretch of waterway stated in 7.1.1 also applies to the route between the pair of buoys 7/8 and 21/22 between vessels that are constrained to use the fairway, exceed a length of 350 m, or exceed a draught of 12.5 m.

##### **7.2 River Weser**

7.2.1 A ban shall apply on the stretch of water between the Buoys 33/34 and buoy 51a for all vessels constrained by their draught to keep to the fairway.

7.2.2 A ban shall apply on the stretch of water between Buoy 59 ("Kaiserschleuse" Locks) and the Blexen Ferry Head (Blexer Bogen) for any overtaking among right-of-way vessels.

#### **8 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**

##### **8.1 River Elbe**

8.1.1 stretches of water where the overtaking of right-of-way vessels and of extraordinary composite units as well as between extraordinarily large vessels is prohibited:

- the area of the Mittelrinne between Buoys 15/16 and 19/20,
- the area off Altenbruch between Buoys 35, 36 and 41, 42,
- the area off Bielenberg between Buoys 84 and 85a, 86/GN 12,
- the area off Stadersand between Buoys 101, 102/PN 26 and 105/Reede, 106,
- the area off River Lüne between Buoys 115/LS 19 and 119/HN 1, 120.

8.1.2	<p>stretches of water where the overtaking of extraordinary composite units and between extraordinarily large vessels is prohibited:</p> <ul style="list-style-type: none"> <li>– the area off Altenbruch between Buoys 35, 36 and 41, 42,</li> <li>– the area off River Stör between Buoys 71/WF 1/Reede, 72 and 75, 76,</li> <li>– the area off Pagensand between Buoys 93, 94 and 95, 96.</li> </ul>
8.1.3	<p>stretches of water where the overtaking is prohibited of 3 or more vessels subject to compulsory reporting, at least one of whom is constrained by her draught to take the Mittelrinne of the fairway:</p> <ul style="list-style-type: none"> <li>– the area off the Mittelrinne between Buoys 13/Neuwerk-Reede 1, 14 and 23, 24/LL12,</li> <li>– the area between Buoys 23, 24/LL12 and 29, 30,</li> <li>– the area off Altenbruch between Buoys 35, 36 and 41, 42,</li> <li>– the area off River Stör between Buoys 71/WF 1/Reede, 72 and 75, 76,</li> <li>– the area off Bielenberg between Buoys 84 and 85a, 86/GN 12,</li> <li>– the area off Pagensand between Buoys 93, 94 and 95, 96,</li> <li>– the area off Stadersand between Buoys 101, 102/PN 26 and 105/Reede, 106,</li> <li>– the area off River Lühe between Buoys 115/LS 19 and 119/HN 1, 120.</li> </ul>
8.1.4	<p>The area off River Lühe between Buoys 115/LS 19 and 119/HN 1, 120 is a stretch of water where all vessels are prohibited from overtaking on their own starboard side any vessel, any extraordinary composite unit, or any extraordinarily large vessel.</p>

(4) Where, in a fairway, safe overtaking may only be done with the active co-operation of the vessel to be overtaken, no overtaking shall be permitted unless the vessel to be overtaken has given her unambiguous consent upon the request or the indication by the overtaking vessel of her intention to overtake. In derogation of the provisions of Rule 9(e)(i) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, the overtaking vessel may indicate her intention to overtake via VHF radiotelephony to the vessel to be overtaken in the following circumstances:

1. All participants in the communication process are unambiguously identified by all other participants.
2. An unambiguous understanding and agreement can be achieved through VHF radiotelephony.
3. The selection of the VHF channel used ensures that preferably all participants in traffic involved in the process are put in a position to overhear the understanding and agreement being reached through VHF radiotelephony.
4. The traffic situation allows the above action to be taken.

If the overtaking vessel agrees, she may give her consent via VHF radiotelephony in derogation of Rule 34(c)(ii) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, and may subsequently take the appropriate measures for passing at a safe distance. When the prerequisites for reaching an understanding and agreement via VHF radiotelephony are not fulfilled, the provisions of Rule 9(e) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, shall alone prevail.

(5) At any location on the Kiel Canal other than the sidings, overtaking shall not be permitted unless the combined vessel category numbers of the vessels involved in the overtaking process keep below the number made known by a Notice or Notices under the provisions of Section 60(1) below.



**Overtaking outside the sidings along the Kiel Canal (Section 23(5) SeeSchStrO)**

- 9 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**
- 9.1 The maximum aggregate of the category numbers of the overtaking vessel and the vessel to be overtaken is “five”. In derogation of the foregoing, vessels of category 5 shall be permitted to overtake vessels of category 1 on those stretches of the Kiel Canal that are listed in Item 11.
- 9.2 Vessels of categories 4, 5, and 6 shall not be overtaken.
- 9.3 Overtaking is prohibited in areas at a distance of up to 300 m from ferry crossings.

**§ 24 Head-on situations**

(1) In a head-on situation in a fairway, whether courses are straight head-on or nearly straight head-on, evasive action shall be taken to the star-board side.

(2) No head-on situation shall be allowed to occur at such locations and on such stretches of waterway as well as between such vessels as have been made known by a Notice or Notices under the provisions of Section 60(1) below.

**Prohibition to allow head-on situations to develop (Section 24(2) SeeSchStrO)**

Stretches of water where vessels are prohibited from allowing head-on situations to develop:

**North Sea****8 Notice of the Federal Waterways and Shipping Agency – North Western Region Office****8.1 River Jade**

- 8.1.1 Between the pair of Buoys 17/18 and 21/22 for all vessels constrained by their draught to keep to the fairway.
- 8.1.2 For wind forces of 7 Beaufort or higher, the meeting restriction for the stretch of waterway stated in 8.1.1 also applies to the route between the pair of buoys 7/8 and 17/18 between vessels that are constrained to use the fairway, exceed a length of 350 m, or exceed a draught of 12.5 m.

**8.2 River Weser**

- 8.2.1 On the stretch of water at the pairs of Buoys 25/26, 33/34, 41/42 and 48/49 among vessels whose combined beams exceed a width of 65 m and whose constrained by their draught to keep to the fairway.
- 8.2.2 A ban shall apply on the stretch of water between Buoy 59 (“Kaiserschleuse” Locks) and the Blexen Ferry Head (Blexer Bogen) for any overtaking among right-of-way vessels.

8.2.3 An overtaking ban shall apply to the stretch of water upstream from Brake between the mouth of River Hunte and the “Neustädter Hafen” Port\* as follows:

	Ship's length		Ship's length
Between the	195 m	Prohibition to allow	195 m
mouth of	up to 200 m	head-on situations	above 190 m
River Hunte	up to 205 m	to develop when	above 185 m
and the	up to 210 m	visibility is less	above 180 m
“Neustädter	up to 215 m	than 1000 m	above 175 m
Hafen” Port	up to 220 m		above 170 m
	up to 225 m		above 165 m
	up to 230 m		above 160 m
upstream	up to 235 m	Navigation ban in force	above 155 m
Hunte	up to 240 m	when range of visibility	above 150 m
estuary	up to 245 m	is less than 1000 m or	above 145 m
	up to 250 m	wind is blowing	above 140 m
		above force 6 Bft	

\* A general prohibition to allow head-on situations to develop shall apply in the “Vegesacker Kurve” Bend. Bans apply to vessels whose combined lengths exceed 390 m or whose combined beams exceed 65 m.

8.2.4 In the stretch of water between the entrance of “Neustädter Hafen” Port and the entrance of the turning basin “Überseehafen” Port:

Ship's length	Ship's length
up to 230 m	above 85 m
up to 250 m	above 50 m

### 8.3 River Hunte

Stretch from Elsfleth (km 21.0) to Oldenburg (km 0.0)

Exception from the requirement to avoid encountering situations:

The following vessels are excepted from the requirement to avoid encountering situations in the stretch from Elsfleth (km 21.0) to Oldenburg (km 0.0):

- a) Vessels up to 50 m in length,
- b) Vessels fitted with at least two VHF radiotelephone installations, whose masters maintain a continuous listening watch on VHF channel 73. The masters of such vessels are additionally required to keep other ships informed about their own vessel's name and its current position before approaching narrow stretches or bends in the fairway where other vessels may be hidden from sight.

### North Sea

## 10 Notice of the Federal Waterways and Shipping Agency – Northern Region Office

### 10.1 River Elbe

Stretches of water where no head-on situations are permitted to develop between extraordinary composite units nor between extraordinarily large vessels:

- the area off Altenbruch between Buoys 35, 36 and 41, 42,
- the area off Stör estuary between Buoys 71/WF Nord/Reede, 72, and 75,76,
- the area off Bielenberg between Buoys 84 and 85a, 86/GN 12,
- the area off Stadersand between Buoys 101, 102/PN 26 and 105/Reede, 106,
- the area off River Lühe between Buoys 115/LS 19 and 119/HN 1, 120.

(3) In derogation of Rule 14 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, a vessel navigating within a fairway section in terms of Section 22(1) above may, in exceptional cases, give way to an approaching vessel by sheering to her own port side. The intention to do so shall be indicated to the approaching vessel. Such indication to the approaching vessel may be done via VHF radiotelephony in the following circumstances:

1. All participants in the communication process are unambiguously identified by all other participants.
2. An unambiguous understanding and agreement can be achieved through VHF radiotelephony.
3. The selection of the VHF channel used ensures that preferably all participants in traffic involved in the process are put in a position to overhear the understanding and agreement being reached through VHF radiotelephony.
4. The traffic situation allows the above action to be taken.

When the prerequisites for reaching an understanding and agreement via VHF radiotelephony are not fulfilled, a vessel's intention to take evasive action by sheering to her own port side shall be indicated to the approaching vessel by making the sound signal described under Item 5 of Annex II.2 to the present Ordinance. On the Kiel Canal the approaching vessel has to answer this sound signal for confirmation.

(4) At any location on the Kiel Canal other than the sidings, head-on situations shall not be allowed to occur unless the combined vessel category numbers of the vessels involved in the head-on situation keep below the number made known by a Notice or Notices under the provisions of Section 60(1) below. When a vessel of vessel categories 4 to 6 is involved, way shall be given to such vessel.

#### **Head-on situations outside the sidings along the Kiel-Canal (Section 24(4) SeeSchStrO)**

##### **11 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**

The maximum aggregate of the category numbers of any two vessels that are permitted to be involved in a head-on situation

km 5.2	bis 8.9,
km 9.7	bis 20.9,
km 22.0	bis 34.3,
km 35.1	bis 40.0,
km 40.6	bis 47.7,
km 49.0	bis 56.5 und
km 71.7	bis 79.4

is "eight", as far as in head – on – situations between vessels of category numbers – 4 and 4 the draught of 7.50 m and the aggregate draught of 14.00 m, – 5 and 3 the draught of 7.90 m will be not exceeded; when the latter conditions are not met, the maximum aggregate of the category numbers is "seven"; on all other stretches of water the maximum aggregate of the category numbers is "six".

#### **§ 25 Right of way of ships in a fairway**

(1) In derogation of the provisions of Rules 9(b) to (d), 15, and 18(a) to (c) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, the regulations contained in the following paragraphs shall apply to vessels navigating in a fairway.

(2) A vessel proceeding along the course of the fairway channel, irrespective of whether or not she can safely navigate only within the fairway channel, shall have the right of way over vessels

1. entering that fairway,
2. crossing that fairway,
3. making turns in that fairway,

4. leaving their anchoring or mooring grounds.

(3) Where a sailing vessel is not clearly proceeding along the course of the fairway channel, her conduct towards other sailing vessels shall be governed by the provisions of the International Regulations for Preventing Collisions at Sea, 1972, as amended, always provided that none of the vessels will impede or endanger any vessel having the right of way.

(4) A vessel navigating in a fairway, whether or not she is actually proceeding along the course of the fairway channel, shall have the right of way over vessels entering that fairway from a fairway branching off or joining it.

(5) When vessels are approaching, from both directions, a narrow channel where it is doubtful if there is sufficient clearance for more than one vessel to pass at a time, or when such vessels are approaching a point in a fairway that is marked by the visual sign described under Item A.2 of Annex I to the present Ordinance,

1. in the case of tidal waters as well as of non-tidal waters where a current prevails, the right of way shall be deemed to pertain to the one vessel riding with the current, respectively, the one vessel having ridden against the current when there is no current prevailing at the time in question;
2. in the case of non-tidal waters where no current prevails, the right of way shall be deemed to pertain to the one vessel obliged by applicable rules to use the starboard side of the fairway.

The vessel having no right of way shall wait outside the narrow channel for as long as until the other vessel is well past and clear.

(6) A vessel having to yield the right of way shall, in good time, demonstrate through her conduct that she has the intention to wait. Passage shall not be resumed until the person in command of her is in a position to verify that he or she can do so without affecting the safety of other vessels in the vicinity.

## § 26 Speed

(1) Every vessel, every jetbike, and every wind-surfing board shall keep a safe speed; the provisions of Rule 6 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, shall be observed. The speed of vessels and jetbikes shall be reduced in such good time and to such extent as may be required to avoid hazards that might otherwise arise from wash or waves; this provision shall apply, in particular, to vessels sailing past

1. ports, harbours, locks, and flood barriers;
2. ferries lying at a ferry-head;
3. vessels not under command, vessels run aground, and vessels restricted in their ability to manoeuvre in terms of Rule 3(g) of the International Regulations for Preventing Collisions at Sea, 1972, as amended;
4. floating gear, plant and installations;
5. extraordinary floating objects being towed;
6. locations marked by one of the visual signs indicating a prescribed speed limit or marked by Pennant "A" as depicted in the International Code of Signals.

(2) Where traffic is regulated by means of visual signs and, in restricted visibility, by means of visual signs and additional sound signals, any vessel's speed shall be so adapted that the vessel can stop dead immediately in the event that the visual sign or sound signal should be altered at short notice. When no visual sign is exhibited at traffic lights, any approaching vessel shall stop dead and wait until she is advised what to do next.

(3) Within stretches of waterway the beginning and the end of which have been made known by a Notice or Notices under the provisions of Section 60(1) below and for which a maximum speed through the water (respectively, as far as the Kiel Canal is concerned, a maximum speed over the ground) has been made known, such maximum speed shall not be exceeded.

**Maximum speed (Section 26(3) SeeSchStrO)**

Stretches of water where the maximum speed through the water (respectively, on the Kiel Canal: the maximum speed over ground) as indicated below shall not be exceeded:

	North Sea	
9	Notice of the Federal Waterways and Shipping Agency – North Western Region Office	
9.1	River Hunte	10 km/h (5.4 kn)
9.2	River Lesum	12 km/h (6.5 kn)
9.3	River Wümme	8 km/h (4.3 kn)
12	Notice of the Federal Waterways and Shipping Agency – Northern Region Office	
	North Sea	
12.1	River Eider	
12.1.1	Upstream from the Rail Pivot Bridge near Friedrichstadt	15 km/h (8.1 kn)
12.1.2	The water-skiing areas delimited by the visual sign described under Item B.5 of Annex I SeeSchStrO are not included.	
	River Elbe	
12.2	Wischhafener Süderelbe	8 km/h (4.3 kn)
12.3	Ruthenstrom	8 km/h (4.3 kn)
12.4	Bützflether Süderelbe	8 km/h (4.3 kn)
12.5	River Oste	
12.5.1	mouth (kilometric marking 74.6) to Schwarzenhütten (kilometric marking 49.5).	12 km/h (6.5 kn)
12.6	Freiburger Hafenpriel	8 km/h (4.3 kn)
12.7	River Schwinge	8 km/h (4.3 kn)
12.8	River Lühe	
12.8.1	mouth to harbour of Steinkirchen	8 km/h (4.3 kn)
12.8.2	upper part of the harbour of Steinkirchen	5 km/h (2.7 kn)
12.9	River Este	8 km/h (4.3 kn)
12.10	River Stör	
12.10.1	mouth to the limit of the harbour of Itzehoe-Sude	15 km/h (8.1 kn)
12.10.2	above this	8 km/h (4.3 kn)
12.11	River Krückau	8 km/h (4.3 kn)
12.12	River Pinnau	8 km/h (4.3 kn)
	Nord-Ostsee-Kanal	
12.13	Kiel Canal, Gieselaukanal, Achterwehler Schifffahrtskanal	
12.13.1	Kiel Canal between the outermost locks on either side	
12.13.1.1	Vessels and composite units with the dimensions of vessel category 6 or with a draught of more than 8.50 m	12 km/h (6.5 kn)
12.13.1.2	alle anderen Fahrzeuge, Schub- und Schleppverbände	15 km/h (8.1 kn)

12.13.2	Gieselaukanal	10 km/h (5.4 kn)
12.13.3	Achterwehrrer Schifffahrtskanal	8 km/h (4.3 kn)
<b>Baltic Sea</b>		
<b>12.14</b>	<b>River Schlei</b>	
12.14.1	Between the outer head of the Schleimünde North Jetty and Latitude 54° 39.0' N (south of Kappeln) and in the Missunder Enge narrows between Brodersbyer Noor (Bouy 58) and Kiefot (Buoy 62)	10 km/h (5.4 kn)
12.14.2	On all other stretches	15 km/h (8.1 kn)
12.14.3	Water-skiers' tractor craft navigating on the water surfaces described under Item 15.4.2.1 are not included.	
<b>12.15</b>	<b>Kieler Förde</b>	
12.15.1	South of the parallel of latitude intersecting the Laboe Navy Memorial	18,5 km/h (10.0 kn)
12.15.2	Beyond that South of the Friedrichsort Light in areas within 200 m from the shore	10 km/h (5.4 kn)
<b>12.16</b>	<b>Heiligenhafen</b>	
	West of the line connecting Heiligenhafen light/east tip of Graswarder and the harbour limit	10 km/h (5.4 kn)
<b>12.17</b>	<b>Fehmarnsund-Fairway</b>	
	between the Fehmarnsund Bridge and the Buoy Fehmarnsund	15 km/h (8.1 kn)
<b>12.18</b>	<b>Neustädter Bucht (Bay of Neustadt)</b>	
12.18.1	Neustadt North of the line connecting Buoys 5 and 6	10 km/h (5.4 kn)
<b>12.19</b>	<b>River Trave</b>	
12.19.1	Between Buoys 3 and 4 and Buoys 5 and 10, for vessels with a draught of less than 3.00 m	12 km/h (6.5 kn)
12.19.2	All other vessels shall not exceed the minimum speed they require for maintaining their steering ability, but their speed shall in no case exceed	15 km/h (8.1 kn)
12.19.3	between Buoys 5 and 10 and Lightpole 20	15 km/h (8.1 kn)
12.19.4	upstream from Lightpole 20	12 km/h (6.5 kn)
12.19.5	Pötenitzer Wiek	8 km/h (4.3 kn)
12.19.6	Dassower See	8 km/h (4.3 kn)
12.19.7	Water-skiers' tractor craft navigating on the water surfaces described under Item 15.4.2.2 are excepted.	
<b>12.20</b>	<b>Wismar Bucht</b>	
12.20.1	South of the parallel of latitude intersecting the Walfisch Lower Light	15 km/h (8.1 kn)
12.20.2	in Lake Kirchsee to the North of the Kirchdorf 1 Buoy	10 km/h (5.4 kn)

<b>12.21</b>	<b>River Warnow</b>	
12.21.1	from the jetties to Mühlendamm bridge and from shore to shore	12 km/h (6.5 kn)
<b>12.22</b>	<b>Northern Approach to Stralsund</b>	
12.22.1	in the fairway between Buoy 7 (Gellenstrom) and North-jetty of Stralsund	18.5 km/h (10.0 kn)
12.22.2	North-jetty of Stralsund to bridge Ziegelgraben	8 km/h (4.3 kn)
<b>12.23</b>	<b>Greifswalder Bodden</b>	
12.23.1	Eastern Approach to Stralsund including Landtief Shoals	
12.23.1.1	Landtief-Rinne	18,5 km/h (10.0 kn)
12.23.1.2	Palmer Ort-Rinne	10 km/h (5.4 kn)
12.23.1.3	Ziegelgraben Rinne from Buoy 32 to bridge Ziegelgraben	8 km/h (4.3 kn)
12.23.2	Ryck, Steinbecker-Brücke to the head of the breakwaters	7,4 km/h (4.0 kn)
12.23.3	Peenestrom water including the Osttief Shoals	
12.23.3.1	Osttief-Rinne	18,5 km/h (10.0 kn)
12.23.3.2	in the fairway between Buoy PN 1 and the Wolgast Road Bridge	18,5 km/h (10.0 kn)
12.23.3.3	for the passage below the Wolgast Road Bridge and further up to Buoy PN 58	8 km/h (4.3 kn)
12.23.3.4	in the fairway from Buoy PN 58 to Buoy PN Süd/H 1	18,5 km/h (10.0 kn)

(4) When approaching a location where bathing is seen to take place, no vessel or jetbike shall exceed a speed through the water of 8 kilometres per hour (equals 4.3 knots) when proceeding outside the fairway and at a distance from the waterline of the bank or embankment or less than 500 metres.

(5) When approaching either a location where bathing is seen to take place or a designated bathing area, wind-surfers and kite-surfers shall, when proceeding outside the fairway, keep a minimum distance of 50 metres to the seaward limits of the bathing area and all bathers. The speed shall be so adapted that any risk, damage or interference is ruled out with regard to bathers and disturbances are limited to the inevitable minimum in the circumstances prevailing.

## § 27 Towing and pushing

(1) No vessel shall engage in towing or pushing operations unless she is provided with the arrangements needed for those purposes and unless her ability to manoeuvre will not be restricted while she is engaged in such towing or pushing operations.

(2) No composite unit, whether towing or pushing, shall incorporate any more towed or pushed barges than the towing or pushing power-driven vessel can safely marshal, account being taken of the traffic situation prevailing and of the conditions obtaining on the waterway.

(3) The coupling of vessels alongside one another while underway shall be prohibited in the waters that have been made known by a Notice or Notices under the provisions of Section 60(1) below. In a general sense, power-driven vessels, except when engaged in towing or pushing operations, shall not proceed while being coupled alongside one another.

**Coupling of vessels alongside one another (Section 27(3) SeeSchStrO)**

Waters where the coupling of vessels alongside one another is prohibited:

**North Sea****10 Notice of the Federal Waterways and Shipping Agency – North Western Region Office****10.1 River Hunte**

Run from Elsfleth (kilometric marking 21.0) to Oldenburg (kilometric marking 0.0)

**10.2 River Lesum****10.3 River Wümme****13 Notice of the Federal Waterways and Shipping Agency – Northern Region Office****13.1 Kiel Canal**

Coupling vessels alongside one another is generally prohibited. However, this rule does not apply to non-self-propelled vessels when the aggregate width of such vessels is less than 23.00 m.

When a tug tows a tow alongside, this is not considered to fall within the definition of “coupling alongside” for the purposes of the present regulation.

**13.2 River Elbe**

Downriver of Glückstadt, coupling inland waterway vessels alongside one another is generally prohibited.

**§ 28 Passage of bridges and flood barriers**

(1) Near and beneath bridges, no head-on situations shall be allowed to occur nor shall any overtaking be permitted unless it is certain that there is sufficient clearance for more than one vessel to pass at a time. Otherwise, the right-of-way provisions contained in Section 25(5) above shall be observed. Any give-way vessel shall stop at a safe distance in front of the bridge. To do so, she may temporarily make fast to a mooring dolphin, whereas she shall not be permitted to make fast to a guiding rack or a cutwater.

(2) No vessel shall pass beneath a solid-built bridge, nor beneath a movable bridge when the latter is closed or partially open, unless it is certain that there is sufficient headroom to do so – respectively, in the case of a movable bridge, unless it is certain that there is sufficient headroom to do so when the bridge is closed. No request for opening a movable bridge shall be made unless the headroom provided by the bridge, when closed, would not be sufficient for passage even if the vessel's masts, superstructures, and funnels had been lowered, or unless the lowering of masts, superstructures, and/or funnels would entail unreasonable difficulties.

(3) In areas enclosed by a flood barrier, no vessel shall be permitted to cast anchor or to club over the ground anchors, chains, howsers, ropes, cables, or wires. The foregoing provisions shall apply, mutatis mutandis, to the passage of vessels through flood barriers.

**§ 29 Entering and leaving locks**

(1) The passage of locks shall only be permitted to vessels for which it is certain that the locks' dimensions are sufficient to do so. As long as the entry into a lock has not been cleared, any vessel wishing to enter shall stop at a safe distance in front of the lock. To do so, she may temporarily make fast to a mooring dolphin, whereas she shall not be permitted to make fast to a guiding rack or a cutwater.

(2) Vessels shall enter locks in the sequence as they have arrived at the locks. As far as the Kiel Canal is concerned, the sequence for entering the Brunsbüttel and Kiel-Holtenau Locks shall be determined by the sequence of vessels as they have arrived at the seaward limit of the approach to the respective Locks.



(3) In good time before a vessel enters a lock, all measures shall be taken as may be required to ensure that such vessel can be stopped dead immediately in the event of a propulsion machinery-failure.

(4) Within locks,

1. no anchoring nor any clubbing over the ground of anchors, chains, howsers, ropes, cables, or wires,
2. nor any handling of cargo, except upon prior permission having been given by the lock-keeper, shall be permitted.

(5) No vessel shall leave a lock until the lock-gates have been completely opened. The lock shall then be left without delay. When setting off, the ropes shall be handled in such a manner as to enable the vessel to be stopped dead immediately in the event that the vessel were about to proceed in a wrong direction. Unless otherwise agreed among those in command of the vessels involved, these shall leave the lock in the same sequence as they have entered.

### **§ 30 Bans and restrictions affecting navigation**

(1) Vessels falling within the description hereunder shall not be permitted to navigate on the Rivers Jade, Weser, Hunte, Elbe, and Trave nor on the Kiel Canal nor in the Kiel Fjord nor in the approaches to the ports of Wismar, Rostock (including the waters of River Warnow), Stralsund (including the Gel-lenstrom, Landtief and Osttief Waters), and Wolgast, except upon fulfilling the preconditions listed in paragraph (2) below:

1. tankers and composite units, whether pushed or towed, carrying in bulk any one or more of the categories of substances described in the following:
  - a) gaseous goods covered by the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (promulgated in the "Verkehrsblatt" 2007, page 80 and 152) with the exception of gases and gas/air mixtures of class 2.2 with no subsidiary risk;
  - b) liquid chemicals covered by the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (promulgated in the "Verkehrsblatt" 207, page 80 and 152) when the provisions of Chapter 15.19 of the IBC Code prescribe the full use of overflow preventers and level-gauge alarms for the carriage of such chemicals, which consequently carry the entry "15.19" in column "o" of the relevant table in Chapter 17 of the said Code;
  - c) liquid goods covered by Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (promulgated in the Federal Law Gazette 1982 II, p 2) as amended.
2. Vessels which, in accordance with the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes in Flasks on board Ships (INF Code) (Federal Gazette 2000 p. 23 322), as amended, are used for the transport of the substances listed therein;
3. empty tankers and composite units, whether pushed or towed, after the discharge of any one or more of the categories of substances described in Item 1(b) or (c) above in any case where the flashpoint of the cargo last carried was below 35 °C and where the tanks have not been cleaned and de-gassed or completely inerted afterwards; however, this provision shall, not apply when only such residual quantities are left as cannot be pumped off any more although the vessel's discharging arrangements function properly.

(2) The preconditions to be fulfilled by a vessel falling within the description above wishing to navigate on the waterways referred to in paragraph (1) above shall be as follows:

1. At the point of the vessel entering the waterway, respectively leaving a mooring site, the prevailing range of visibility exceeds 1.000 metres; however, this provision shall not apply to vessels with a deadweight capacity not exceeding 2.000 metric tonnes, always provided that the prevailing range of visibility is not less than 500 metres nor to vessels directly entering or leaving the Kiel Canal nor to vessels navigating on the Kiel Canal (except for vessels leaving berth in a port);
2. an effective radar is in operation;
3. when the vessel's automatic pilot is used, a helmsman shall be present in the vicinity of the rudder controls and
4. tank lids shall be kept closed.

(3) Notwithstanding the provisions of paragraph (1) above, other preconditions to be fulfilled may be made known by a Notice or Notices under the provisions of Section 60(1) below for specific vessels or vessel types prior to being permitted to navigate on a certain waterway or waters.

#### Specific requirements for navigation (Section 30(3) SeeSchStrO)

Navigable waterways or specific waters where the competent shipping police authority has laid down certain preconditions to be fulfilled prior to being permitted to navigate:

##### North Sea

#### 11 Notice of the Federal Waterways and Shipping Agency – North Western Region Office

##### 11.1 River Jade

11.1.1 All inbound bulk cargo ships with a draught exceeding 16.50 m shall enlist the assistance tugs with an aggregate nominal bollard pull of not less than 50 tons from buoy 33 ("Turning Area"). It must be possible at any time to make a tow connection.

11.1.2 All inbound container ships with a length exceeding 350 m shall enlist the assistance tugs with an aggregate nominal bollard pull of not less than 50 tons from Buoy 40. It must be possible at any time to make a tow connection.

##### 11.2 River Hunte

a) vessels up to 86 m in length

Stretch from Elsfleth (Hunte km 21.00) to Oldenburg (Hunte km 1.00)

First and last times of departure at Elsfleth-Ohrt tide gauge  
at the following minimum water levels

Draught in m	Beam in m					
	up to 7.00	up to 7.50	up to 8.00	up to 8.50 m	up to 9.50	up to 10.50
1.30	Independent of the tide	Independent of the tide	Independent of the tide	Independent of the tide	Independent of the tide	Independent of the tide
1.40						
1.50						
1.60						
1.70						+80 cm at flood +80 cm at ebb
1.80					+80 cm at flood +80 cm at ebb	+90 cm at flood +90 cm at ebb
1.90				+80 cm at flood +80 cm at ebb	+90 cm at flood +90 cm at ebb	+90 cm at flood +90 cm at ebb
2.00			+80 cm at flood +80 cm at ebb	+90 cm at flood +90 cm at ebb	+90 cm at flood +90 cm at ebb	+110 cm at flood +90 cm at ebb
2.10		+80 cm at flood +80 cm at ebb	+90 cm at flood +90 cm at ebb	+100 cm at flood +90 cm at ebb	+110 cm at flood +90 cm at ebb	+120 cm at flood +100 cm at ebb

2.20	+80 cm at flood +80 cm at ebb	+90 cm at flood +90 cm at ebb	+110 cm at flood +90 cm at ebb	+110 cm at flood +100 cm at ebb	+130 cm at flood +110 cm at ebb	+140 cm at flood +120 cm at ebb
2.30	+90 cm at flood +90 cm at ebb	+100 cm at flood +90 cm at ebb	+120 cm at flood +100 cm at ebb	+130 cm at flood +110 cm at ebb	+140 cm at flood +120 cm at ebb	+160 cm at flood +130 cm at ebb
2.40	+100 cm at flood +90 cm at ebb	+140 cm at flood +110 cm at ebb	+140 cm at flood +110 cm at ebb	+150 cm at flood +120 cm at ebb	+160 cm at flood +130 cm at ebb	+170 cm at flood +140 cm at ebb
2.50	+130 cm at flood +110 cm at ebb	+150 cm at flood +130 cm at ebb	+150 cm at flood +130 cm at ebb	+170 cm at flood +140 cm at ebb	+180 cm at flood +150 cm at ebb	+190 cm at flood +160 cm at ebb
3.00	+230 cm at flood +220 cm at ebb	+230 cm at flood +220 cm at ebb	+230 cm at flood +220 cm at ebb	+260 cm at flood +250 cm at ebb	+260 cm at flood +250 cm at ebb	+260 cm at flood +250 cm at ebb
3.50				+310 cm at flood +300 cm at ebb	+310 cm at flood +300 cm at ebb	+310 cm at flood +300 cm at ebb
4.00					+350 cm at flood +370 cm at ebb	+350 cm at flood +370 cm at ebb
4.20						+370 cm at flood +390 cm at ebb

**11.2**

b) Inland waterway vessels of 86 m up to 100 m in length  
Stretch from Elsfleth (Hunte km 21.00) to Oldenburg (Hunte km 1.00)  
First and last times of departure at Elsfleth-Ohrt tide gauge  
at the following minimum water levels

Draught in m	Beam in m				
up to	up to 8.50	up to 9.00	up to 9.50	up to 10.00 m	up to 10.50
1.30	Independant of the tide	Independant of the tide	Independant of the tide	Independant of the tide	Independant of the tide
1.40					
1.50					+90 cm at flood +80 cm at ebb
1.60					+90 cm at flood +80 cm at ebb
1.70					
1.80		+90 cm at flood +80 cm at ebb	+110 cm at flood +90 cm at ebb	+120 cm at flood +100 cm at ebb	+150 cm at flood +130 cm at ebb
1.90	+90 cm at flood +80 cm at ebb	+110 cm at flood +90 cm at ebb	+120 cm at flood +100 cm at ebb	+150 cm at flood +130 cm at ebb	+170 cm at flood +140 cm at ebb
2.00	+110 cm at flood +90 cm at ebb	+120 cm at flood +100 cm at ebb	+150 cm at flood +130 cm at ebb	+170 cm at flood +140 cm at ebb	+200 cm at flood +170 cm at ebb
2.10	+120 cm at flood +100 cm at ebb	+150 cm at flood +130 cm at ebb	+170 cm at flood +140 cm at ebb	+200 cm at flood +170 cm at ebb	+210 cm at flood +180 cm at ebb
2.20	+140 cm at flood +110 cm at ebb	+170 cm at flood +140 cm at ebb	+200 cm at flood +170 cm at ebb	+210 cm at flood +180 cm at ebb	+220 cm at flood +200 cm at ebb
2.30	+150 cm at flood +130 cm at ebb	+180 cm at flood +160 cm at ebb	+210 cm at flood +180 cm at ebb	+220 cm at flood +200 cm at ebb	+220 cm at flood +200 cm at ebb
2.40	+180 cm at flood +150 cm at ebb	+190 cm at flood +170 cm at ebb	+220 cm at flood +200 cm at ebb	+220 cm at flood +200 cm at ebb	+220 cm at flood +200 cm at ebb
2.50	+200 cm at flood +170 cm at ebb	+200 cm at flood +180 cm at ebb	+220 cm at flood +200 cm at ebb	+220 cm at flood +200 cm at ebb	+230 cm at flood +210 cm at ebb
3.00	+240 cm at flood +160 cm at ebb	+260 cm at flood +290 cm at ebb	+280 cm at flood +300 cm at ebb	+290 cm at flood +310 cm at ebb	+310 cm at flood +330 cm at ebb
3.50	+290 cm at flood +320 cm at ebb	+320 cm at flood +360 cm at ebb	+340 cm at flood +370 cm at ebb	+360 cm at flood +390 cm at ebb	+380 cm at flood +420 cm at ebb

**11.2**

c) Vessels up to 86 m in length

Stretch from Oldenburg (Hunte km 1.00) to Elsfleth (Hunte km 21.00)

First and last times of departure at Oldenburg-Osthafen tide gauge  
at the following minimum water levels

Draught in m	Beam in m					
	up to 7,00	up to 7,50	up to 8,00	up to 8,50 m	up to 9,50	up to 10,50
1.30	Independent of the tide	Independent of the tide	Independent of the tide	Independent of the tide	Independent of the tide	Independent of the tide
1.40						
1.50						
1.60						
1.70					+80 cm at ebb +190 cm at ebb	+80 cm at ebb +220 cm at ebb
1.80						
1.90			+80 cm at ebb +190 cm at ebb	+80 cm at ebb +190 cm at ebb	+80 cm at ebb +210 cm at ebb	+70 cm at ebb +240 cm at ebb
2.00		+80 cm at ebb +190 cm at ebb	+80 cm at ebb +200 cm at ebb	+80 cm at ebb +200 cm at ebb	+70 cm at ebb +230 cm at ebb	+70 cm at ebb +260 cm at ebb
2.10	+80 cm at ebb +190 cm at ebb	+80 cm at ebb +200 cm at ebb	+80 cm at ebb +210 cm at ebb	+80 cm at ebb +210 cm at ebb	+70 cm at ebb +240 cm at ebb	+60 cm at ebb +270 cm at ebb
2.20	+80 cm at ebb +200 cm at ebb	+80 cm at ebb +200 cm at ebb	+70 cm at ebb +210 cm at ebb	+60 cm at ebb +220 cm at ebb	+60 cm at ebb +250 cm at ebb	+60 cm at ebb +270 cm at ebb
2.30	+70 cm at ebb +200 cm at ebb	+70 cm at ebb +200 cm at ebb	+70 cm at ebb +220 cm at ebb	+60 cm at ebb +230 cm at ebb	+60 cm at ebb +250 cm at ebb	+50 cm at ebb +280 cm at ebb
2.40	+70 cm at ebb +210 cm at ebb	+70 cm at ebb +220 cm at ebb	+70 cm at ebb +230 cm at ebb	+60 cm at ebb +240 cm at ebb	+50 cm at ebb +260 cm at ebb	+50 cm at ebb +290 cm at HW
2.50	+60 cm at ebb +210 cm at ebb	+60 cm at ebb +230 cm at ebb	+60 cm at ebb +240 cm at ebb	+60 cm at ebb +250 cm at ebb	+50 cm at ebb +270 cm at ebb	+50 cm at ebb +290 cm at HW
3.00	+70 cm at flood +250 cm at flood	+70 cm at flood +250 cm at flood	+70 cm at flood +250 cm at flood	+90 cm at flood +250 cm at flood	+90 cm at flood +250 cm at flood	+90 cm at flood +250 cm at flood
3.50				+130 cm at flood +250 cm at flood	+130 cm at flood +250 cm at flood	+130 cm at flood +250 cm at flood
4.00					+160 cm at flood +250 cm at flood	+160 cm at flood +250 cm at flood
4.20					+180 cm at flood +250 cm at flood	+180 cm at flood +250 cm at flood

- 11.2** d) Inland waterway vessels of 86 m up to 100 m in length  
 Stretch from Oldenburg (Hunte km 1.00) to Elsfleth (Hunte km 21.00)  
 First and last times of departure at Oldenburg-Osthafen tide gauge at the following minimum water levels

Draught in m	Beam in m				
	up to 8,50	up to 9,00	up to 9,50	up to 10,00 m	up to 10,50
1.30	Independant of the tide	Independant of the tide	Independant of the tide	Independant of the tide	Independant of the tide
1.40					
1.50					
1.60					
1.70			+80 cm at ebb +250 cm at flood	+70 cm at ebb +250 cm at flood	+70 cm at ebb +250 cm at flood
1.80					
1.90					
2.00	+80 cm at ebb +250 cm at flood	+70 cm at ebb +250 cm at flood	+70 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood
2.10	+70 cm at ebb +250 cm at flood	+70 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood
2.20	+70 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood	+50 cm at ebb +250 cm at flood	+40 cm at MLW +250 cm at flood
2.30	+60 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood	+40 cm bei MLW +250 cm at flood	50 cm at flood +250 cm at flood
2.40	+60 cm at ebb +250 cm at flood	+60 cm at ebb +250 cm at flood	+40 cm bei MLW +250 cm at flood	+50 cm at flood +250 cm at flood	+50 cm at flood +250 cm at flood
2.50	+60 cm at ebb +250 cm at flood	+50 cm at ebb +250 cm at flood	+50 cm at flood +250 cm at flood	+50 cm at flood +250 cm at flood	+50 cm at flood +250 cm at flood
3.00	+50 cm at ebb +250 cm at flood	+50 cm at flood +250 cm at flood	+50 cm at flood +250 cm at flood	+50 cm at flood +250 cm at flood	+50 cm at flood +250 cm at flood
3.50	+80 cm at ebb +250 cm at flood	+90 cm at ebb +250 cm at flood	+90 cm at ebb +250 cm at flood	+90 cm at ebb +250 cm at flood	+90 cm at ebb +250 cm at flood
	+110 cm at flood +250 cm at flood	+110 cm at flood +250 cm at flood	+110 cm at flood +250 cm at flood	+110 cm at flood +250 cm at flood	+110 cm at flood +250 cm at flood

e) Prohibition of night navigation:

In the stretch between Osthafen Oldenburg (km 2.8) and the Elsfleth-Ohrt railway bridge (km 20.8), outbound traffic on the river Hunte is only allowed from two hours before sunrise to two hours after sunset (in poor visibility of less than 1.000 m: from one hour before sunrise to one hour after sunset).

Exception from the prohibition of night navigation:

Inland waterway vessels having a maximum draught of 2.50 m which are fitted with an operational radar system and a rate-of-turn indicator are also allowed to navigate by night at the following water levels:

First departure time: + 50 cm at flood tide

Last departure time: +230 cm at flood tide

- f) In the stretch between Osthafen Oldenburg (km 2.8) and Hollersiel (km 10.0) navigation is only allowed at water levels up to maximally Chart Datum + 3.70 m at the Osthafen tide staff and at water levels up to maximally Chart Datum + 3.60 m at the Hollersiel tide staff.

- 11.3** From Buoy 51, incoming vessels bound for Bremerhaven whose draught exceeds 12.80 m are required to accept escort tugs having a design bollard pull of at least 40 tons. It must be possible at any time to make a tow connection.

# **14 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**

## **North Sea**

### **14.1 Husumer Au**

14.1.1 Vessels with a length of 9.00 m and above, or with a draught of 3.40 m and above, are not allowed to enter the Husumer Au unless the range of visibility prevailing is 1000 m or more.

Vessels carrying a sea pilot are exempted from this regulation.

14.1.2. All vessels within the description under Item 14.1.1 shall obtain consent to enter the Husumer Au in good time before passing Buoy 61 by applying to Husum Port coastal radio station via VHF channel 11.

### **14.2 River Elbe**

14.2.1 Maximum draughts and tidal windows

14.2.1.1 Distance See–Hamburg–See

14.2.1.1.1 Maximum draughts (freshwater) for the approach from the open sea into the Port of Hamburg and vice versa in assumed normal tidal and fairway conditions

Containerships	Independant of the tide (m)	Dependent of the tide outbound (m)	Dependent of the tide inbound (m)
Beam up to 32.3 m or length up to 330 m	12.80	13.80	15.10
Beam up to 45.0 m or length up to 340 m	12.70	13.80	15.10
Beam up to 47.5 m or length up to 360 m	12.60	13.50	14.90
Beam up to 50.0 m or length up to 370 m	12.40	13.30	14.70
Beam up to 52.5 m or length up to 380 m	12.20	13.00	14.50
Beam up to 55.0 m or length up to 390 m	12.00	12.80	14.30
Beam up to 57.5 m or length up to 400 m	11.80	12.60	14.10
Beam up to 60.0 m or length up to 400 m	11.60	12.40	13.90
<b>All other vessels (Bulk carrier, Passenger ships, ...)</b>			
Beam up to 45.0 m or length up to 330 m	12.80	13.80	15.10
Beam up to 50.0 m or length up to 340 m	12.60	13.50	14.90
Beam up to 55.0 m or length up to 350 m	12.40	13.30	14.70
Beam up to 63.0 m or length up to 360 m	12.20	13.00	14.50



Container ships														
outbound	Independant of the tide	Dependant of the tide												
		(departure window for passage Seemannshöft related to tidal low water St. Pauli)												
Fresh water draughts	up to	11.80 m	12.00 m	12.20 m	12.40 m	12.60 m	12.80 m	13.00 m	13.20 m	13.30 m	13.40 m	13.50 m	13.60 m	13.80 m
Beam up to 32.3 m or length up to 330 m	12.80 m	Independant of the tide						-1:00 3:25	-0:55 2:50	-0:45 2:10	-0:45 2:10	-0:40 1:30	-0:40 1:30	-0:30 0:50
Beam up to 45 m or length up to 340 m	12.70 m	Independant of the tide					-0:55 2:55	-0:55 2:55	-0:45 2:20	-0:40 1:35	-0:40 1:35	-0:30 1:00	-0:30 1:00	-0:15 0:20
Beam up to 47.5 m or length up to 360 m	12.60 m	Independant of the tide					-0:55 2:55	-0:45 2:20	-0:40 1:35	-0:30 1:00	-0:30 1:00	-0:15 0:20		
Beam up to 50 m or length up to 370 m	12.40 m	Independant of the tide				-0:55 2:55	-0:45 2:20	-0:40 1:35	-0:30 1:00	-0:15 0:20				
Beam up to 52.5 m or length up to 380 m	12.20 m	Independant of the tide			-0:55 2:55	-0:45 2:20	-0:40 1:35	-0:30 1:00						
Beam up to 55 m or length up to 390 m	12.00 m	Independant of the tide		-0:55 2:55	-0:45 2:20	-0:40 1:35	-0:30 1:00							
Beam up to 5.5 m or length up to 400 m	11.80 m	Independant of the tide	-0:55 2:55	-0:45 2:20	-0:40 1:35	-0:30 1:00								
Beam up to 60 m or length up to 400 m	11.60 m		-0:55 2:55	-0:45 2:20	-0:40 1:35	-0:30 1:00								
No interpolation														

All other vessels														
inbound	Independ- dant of the tide	Dependant of the tide												
		(departure window for passage Großer Vogelsand related to tidal low water Cuxhaven)												
Fresh water draughts	up to	12.40 m	12.60 m	12.80 m	13.00 m	13.20 m	13.40 m	13.60 m	13.80 m	14.00 m	14.20 m	14.40 m	14.50 m	14.60 m
Beam up to 45 m or length up to 330 m	12.80 m	Independent of the tide			-1:10 -6:15	-1:10 -6:15	-0:45 -6:50	-0:20 -6:50	0:00 5:00	0:15 5:00	0:30 4:45	0:45 4:45	1:05 4:25	1:05 4:25
Beam up to 50 m or length up to 340 m	12.60 m	Independent of the tide		-1:10 -6:15	-1:10 -6:15	-0:20 -6:50	-0:20 -6:50	0:15 5:00	0:15 5:00	0:45 4:45	0:45 4:45	1:20 4:25	1:20 4:25	1:20 4:25
Beam up to 55 m or length up to 350 m	12.40 m	Independ- dant of the tide	-1:10 -6:15	-1:10 -6:15	-0:20 -6:50	-0:20 -6:50	0:15 5:00	0:15 5:00	0:45 4:45	0:45 4:45	1:20 4:25	1:20 4:25	1:55 2:40	1:55 2:40
Beam up to 63 m or length up t360 m	12.20 m	-1:10 -6:15	-1:10 -6:15	-0:20 -6:50	-0:20 -6:50	0:15 5:00	0:15 5:00	0:45 4:45	0:45 4:45	1:20 4:25	1:20 4:25	1:55 2:40	1:55 2:40	
No interpolation														

All other vessels(cont.)					
inbound	Independ- dant of the tide	Dependant of the tide			
		(departure window for passage Großer Vogelsand related to tidal low water Cuxhaven)			
Fresh water draughts	up to	14.70 m	14.80 m	14.90 m	15.10 m
Beam up to 45 m or length up to 330 m	12.80 m	1:20 4:25	1:20 4:25	1:55 2:40	1:55 2:40
Beam up to 50 m or length up to 340 m	12.60 m	1:55 2:40	1:55 2:40	1:55 2:40	
Beam up to 55 m or length up to 350 m	12.40 m	1:55 2:40			
Beam up to 63 or length up to 360 m	12.20 m				
No interpolation					



All other vessels											
outbound	Independant of the tide	Dependant of the tide									
		(departure window for passage Seemannshöft related to tidal low water St. Pauli)									
Fresh water draughts	up to	12.40 m	12.60 m	12.80 m	13.00 m	13.20 m	13.30 m	13.40 m	13.50 m	13.60 m	13.80 m
Beam up to 45 m or length up to 330 m	12.80 m	Independant of the tide			-1:00 2:45	-0:55 2:00	-0:45 1:20	-0:45 1:20	-0:40 0:35	-0:40 0:35	-0:25 0:05
Beam up to 50 m or length up to 340 m	12.60 m	Independant of the tide		-1:00 2:45	-0:55 2:00	-0:45 1:20	-0:40 0:35	-0:40 0:35	-0:25 0:05		
Beam up to 55 m or length up to 350 m	12.40 m	Independant of the tide	-1:00 2:45	-0:55 2:00	-0:45 1:20	-0:40 0:35	-0:25 0:05				
Beam up to 63 m or length up to 360 m	12.20 m		-1:00 2:45	-0:55 2:00	-0:45 1:20	-0:40 0:35					
No interpolation											

#### 14.2.1.2. Distance Sea–Elbehafen Brunsbüttel

14.2.1.2.1 Maximum draughts (freshwater) for the approach from the open sea into the Brunsbüttel “Elbehafen” harbour and vice versa assuming normal tidal fairway conditions on the river Elbe and in the approaches to “Nordostreedde” Roads abreast the Elbe Port (chart datum (LAT) – 13.95 m)

**Navigation is independent of the tide** (inbound and outbound traffic for all berth areas)

Freshwater draught up to **12.80 m**, except all **laden gas tankers**

#### Navigation is dependent on the tide

Outbound traffic	(departure window in relation to Brunsbüttel tidal low water)					
Freshwater draughts (m)	up to 13.20 m	up to 13.60	up to 13.80	up to 14.00	up to 14.40	up to 14.80
Tanker unloading berth area	1:15 -4:15	1:35 -5:20	1:45 -5:45			
General cargo berth area	1:15 -4:15	1:35 -5:20	1:45 -5:45	2:00 -6:15	2:30 5:15	3:15 4:30

#### Navigation is dependent on the tide

Inbound traffic		(arrival window in relation to Brunsbüttel tidal low water)						
all <b>laden gas tankers</b> independent of the draught must berth at peak-water times or against the tidal current								
Freshwater draughts (m)	up to 13.20	up to 13.60	up to 13.80	up to 14.00	up to 14.40	up to 14.80	up to 14.80 with 0.40 allowance	up to 14.80 with 0.80 allowance
Tanker unloading berth area	0:55 –2:15	1:15 –3:15	1:25 –3:30					
General cargo berth area	0:55 –2:15	1:15 –3:15		1:35 –3:50	2:00 –4:35	2:30 –5:25	3:15 –6:05	4:25 5:20

he suitable point in time for the berthing within the tidal window is determined in arrangement between the captain and the pilot.

14.2.1.3 In cases where either the length or the beam specified for a particular vessel category in Item 14.2.1.1.1 above are exceeded, the one vessel category shall apply that will accommodate both length and beam of the vessel in question.

14.2.2 Navigation bans and restrictions to navigation applying on the stretch of water between the River Stör estuary/Rhinplatte North (Buoys 75/76) and the Hamburg City Limit off Tinsdal (Buoy 125).

- 14.2.2.1 Two vessels with an aggregate beam of 90.00 m and above who are both constrained by their draught to take the deep-draught channel shall not be permitted to be involved in an overtaking or head-on situation on the stretch of water specified in Item 14.2.2 above. The Brunsbüttel Vessel Traffic Centre may grant exemptions from this restriction, having regard to both vessels' current draught and to the water height at the calculated time of overtaking, respectively, of passing each other.
- 14.2.2.2 The competent authority for issuing shipping police orders embodying navigation bans and restrictions to navigation under the provisions of Section 56(1) SeeSchStrO for the stretch of water specified in Item 14.2.2 above is the Brunsbüttel Vessel Traffic Centre, who may enlist the services of the Hamburg Nautical Centre ("Nautische-Zentrale Hamburg") and of the Cuxhaven Vessel Traffic Centre for the transmission of shipping police orders.
- 14.2.3 For the purposes of entering the waterway and for leaving a port/berth, the competent Vessel Traffic centre may grant individual exemptions from the navigation ban in terms of Section 30(2)(Item 1) SeeSchStrO to tankers and composite units in terms of Section 30(1) SeeSchStrO with a deadweight capacity of more than 2000 metric tonnes, even if the range of visibility is less than 1000 m; any such exemptions may only be granted when each and all of the following prerequisites are met:
- The range of visibility shall be more than 500 m.
  - The traffic situation shall be such as to allow for granting such an exemption.
  - The tanker's or composite unit's length overall shall not exceed 140.00 m, while her draught shall not exceed 8.50 m.
  - Nothing goes to indicate any deficiencies or shortcomings as to the tanker's or composite unit's equipment and technical features.
- 14.2.4 Prerequisites to be met by tankers in terms of Section 30(1)(Items 1 and 2) SeeSchStrO prior to berthing in the West part of the "Brunsbüttel Elbehafen" Port and in the South part of the jetty off Bützfleth are those specified below:
- 14.2.4.1 Brunsbüttel Elbehafen port, West part  
Tankers in terms of item 1a of Section 30(1) of the Traffic Regulations for Navigable Maritime Waterways (SeeSchStrO) shall make arrangements to ensure that they will berth against the direction of the tidal current. If, owing to delays when navigating through the district or other unforeseeable events, this requirement cannot be met, every effort shall be made to avoid making a turning circle anywhere to the East of the Elbehafen port; this may be done, e.g. by enlisting tug assistance beyond the original extent.
- 14.2.4.2 South part of the jetty off Bützfleth
- 14.2.4.2.1 Tankers in terms of Items 1a and c and of Item 2 of Section 30(1) SeeSchStrO shall be permitted to berth in the South part of the jetty off Bützfleth only upon meeting the following prerequisites:
- a) Inside edge of the Elbanleger terminal:  
Neither the maximum permitted overall length of 155.00 m nor the maximum permitted beam of 33.00 m shall be exceeded. However, the maximum permitted beam of 28 m shall not be exceeded when a vessel with a beam in excess of 28.00 m is berthed at the shoreside terminal in the inner South harbour basin.
  - b) Outside edge of the Elbanleger terminal:  
The maximum permitted length overall of 270.00 m shall not be exceeded.
  - c) Shoreside terminal in the inner South harbour basin:  
Neither the maximum permitted length overall of 200.00 m nor the maximum permitted beam of 33.00 m shall be exceeded.
- 14.2.4.2.2 Vessels within the description of Item 14.2.4.2.1 above shall report not later than 72 hours before arrival (or, when being underway less than 72 hours, not later than when leaving their last port of call) to the Brunsbüttel Vessel Traffic Centre (tele-phone: + 49 48 52/88 53 93 or 84 00, facsimile: + 49 48 52 8 73 88).

- 14.2.4.2.3 Vessels of the types referred to in Items 14.2.4.2.1(a) and (b) above shall berth so as to have their bows pointing towards the exit of the jetty. Taking into account the water level predicted by the Federal Maritime and Hydrographic Agency, vessels shall have a minimum under-keel clearance of 1.00 m at their respective berth. In any case, the draught may not exceed 9.00 m.
- 14.2.4.2.4 Tug assistance as specified below shall be enlisted for berthing and for leaving berth at the terminals listed in Item 14.2.4.2.1(a) and (c) above:
- For berthing:
- Vessels with a length of up to 155.00 m shall enlist the assistance of two tugs with a bollard pull of 25 tons each.
  - Vessels with a length between 155.00 m and 200.00 m shall enlist the assistance of three tugs with a bollard pull of 35 tons each.
- By way of exception:
- Vessels with a length of up to 90.00 m fitted with an operational bow thruster may enlist the assistance of only one tug with a bollard pull of only 20 tons.
- For leaving berth:
- Weather conditions permitting, the assistance of one tug less than required for berthing may be enlisted for leaving berth.
- Berthing and leaving berth is prohibited for vessels with a length of 160.00 m and above when wind force is above 6 Bft.
- 14.2.4.2.5 Vessels covered by the provisions of Item 14.2.4.2.1(b) shall enlist sufficient tug assistance. This applies to vessels with a length of less than 120.00 m fitted with an operational bow thruster and to other vessels with a length of less than 100.00 m only when circumstances so require; such circumstances include, without being restricted thereto, difficulties in berthing manoeuvres, the presence of floating ice, and unfavourable weather conditions.
- 14.2.4.2.6 The enlistment of sufficient tug assistance as specified in Item 14.2.4.2.4 and 14.2.4.2.5 also applies for tankers with cleaned and de-gassed or completely inerted tanks.
- 14.2.5 Shipping police authority prerequisites for navigating the Elbe River with inland waterway vessels
- 14.2.5.1 Downstream from Glückstadt, inland vessels having less than 1.30 m freeboard are required to navigate with closed hatches (waterline to upper coaming edge).
- 14.2.5.2 Inland waterway vessels that must transport containers according to the Inland Vessels (Surveys and Certification) Ordinance (BinSchUO):
- a) In the navigation area between Tinsdal and Glückstadt: Secure the containers if loaded in stacks of more than two layers.
  - b) In the navigation area between Glückstadt and Cuxhaven: Secure the containers if stacked in more than one layer.
- A container load is only considered secure when the individual containers are firmly bound to the ship's hull using guide rails or tensioning devices and they cannot change position while underway (Section 22(01) Annex II of the Inland Vessels (Surveys and Certification) Ordinance).
- 14.3 River Este**
- On the stretch of water between kilometric marking 0.0 (downstream chamber of the Buxtehude Locks) and kilometric marking 7.0, vessels with a length overall of 20.00 m and above may only navigate against the waterflow.
- 14.4 River Stör**
- On the stretch of water between kilometric marking 23.5 (rail bridge) and kilometric marking 24.7, vessels with a length overall of 50.00 m and above may conduct turning manoeuvres only in way of the Turning Spot at kilometric marking 24.2.

**14.5 River Pinnau****Inbound Traffic**

On the stretch of water between kilometric marking 19.8 (Pinnau-Sperrwerk) and kilometric marking 9.5 (Uetersen), composite units up to a draught of 1.90 m may only navigate in the time between 2.5 hours before Tidal High Water and Tidal High Water in relation to Pinnau-Sperrwerk.

**Outbound Traffic**

On the stretch of water between kilometric marking marking 9.5 (Uetersen) and kilometric marking 19.8 (Pinnau-Sperrwerk), composite units up to a draught of 1.00 m may only navigate in the time between 3.5 hours before Tidal High Water and 2.5 hours after Tidal High Water in relation to Uetersen.

**14.6 Kiel Canal**

14.6.1 Tug assistance shall be enlisted as follows:

14.6.1.1 At Brunsbüttel

For entering the Canal, tug assistance shall be enlisted from the limit of the Canal access right into the assigned lock-chamber by vessels with the dimensions of traffic category 6 as well as of any vessels that are difficult to manoeuvre.

14.6.1.2 At Kiel-Holtenau

For entering the Canal, tug assistance shall be enlisted from the limit of the Canal access right into the assigned lock-chamber by vessels in ballast with the dimensions of traffic category 4 and above at winds from North-East through East directions winds of force 7 Bft and above as well as of any vessels that are difficult to manoeuvre.

14.6.1.3 Between Brunsbüttel and Kiel-Holtenau, tug assistance shall be enlisted by vessels of vessel category 6 at winds of force 6 Bft and above.

14.6.2 In derogation of the first sentence of Section 45 SeeSchStrO, vessels are permitted to navigate in the access to Brunsbüttel on a case-by-case basis, provided that the prerequisites specified, respectively, in Item 17.2.5 (Notice for the “Nordwestreede” roads off Brunsbüttel) (Brunsbüttel Nordwestreede Road) and Item 17.2.7 (“Nordostreede” roads off Brunsbüttel) (Brunsbüttel Nordostreede Road) are met.

14.6.3 For the purposes of entering the waterway and for leaving a port/berth, the competent Vessel Traffic centre may grant individual exemptions from the navigation ban in terms of Section 30(2)(Item 1) SeeSchStrO to tankers and composite units in terms of Section 30(1) SeeSchStrO with a deadweight capacity of more than 2000 metric tonnes, even if the range of visibility is less than 1000 m; any such exemptions may only be granted when each and all of the following prerequisites are met:

- The range of visibility shall be more than 500 m.
- The traffic situation shall be such as to allow for granting such an exemption.
- The length overall shall not exceed 140.00 m, while the draught shall not exceed 8.50 m.
- Nothing in the relevant check list goes to indicate any deficiencies or shortcomings as to the ship’s equipment and technical features.

**Baltic Sea****14.7****Kieler Förde**

For the purposes of entering the waterway and for leaving a port/berth, the competent Vessel Traffic centre may grant individual exemptions from the navigation ban in terms of Section 30(2)(Item 1) SeeSchStrO to tankers and composite units in terms of Section 30(1) SeeSchStrO with a deadweight capacity of more than 2000 metric tonnes, even if the range of visibility is less than 1000 m; any such exemptions may only be granted when each and all of the following prerequisites are met:

- The range of visibility shall be more than 500 m.
- The traffic situation shall be such as to allow for granting such an exemption.
- The length overall shall not exceed 140.00 m, while the draught shall not exceed 8.50 m.
- Nothing in the relevant check list goes to indicate any deficiencies or shortcomings as to the ship's equipment and technical features.

**14.8****Heiligenhafen****14.8.1**

No head-on situations shall be permitted to develop between a vessel with a maximum beam of 8.00 m or more and any other vessel on the stretch of water between the Buoy Heiligenhafen 1 and the harbour limits when the aggregate beams of the vessels that would be involved in such head-on situation would exceed 16.00 m. However, this regulation shall not apply to

- head-on situations involving any type of vessel, on the one hand, and pleasure craft, on the other;
- head-on situations involving passenger ships only, provided that none of these vessels has a length overall of more than 60.00 m, nor a beam of more than 11.20 m, nor a draught of more than 2.80 m.

**14.8.2**

When no head-on situations are permitted to develop, the outbound vessel shall wait.

**14.9****River Trave****14.9.1**

Basically, no head-on situations shall be permitted to develop between any two vessels with a maximum beam of 6.00 m or more in the Travemünder Enge Narrows on the stretch of water delimited, on the one side, by a line connecting Light-buoys 3 and 4 and, on the other side, by a line connecting the Beacons (Anchoring ban) at the Trave kilometric marking 25.5; however, head-on situations are permitted to develop, if the following requirements are fulfilled:

At a range of visibility exceeding 1000 m and at winds up to force 6 Bft inclusive, the aggregate beams of the vessels that would be involved in such head-on situation would not exceed 42.00 m, whereas the draught of one of the vessels would not exceed 6.50 m;

At a range of visibility below 1000 m or at winds exceeding force 6 Bft, the aggregate beams of the vessels that would be involved in such head-on situation would not exceed 35.00 m, whereas the draught of one of the vessels would not exceed 6.50 m.

When no head-on situations are permitted to develop, the outbound vessel shall have the right of way.

No inbound vessel may enter the Travemünder Enge Narrows except in the following circumstances:

- when such vessel passes Approach Buoy Trave, no outward-bound vessel en route from Lübeck has reached the line connecting the Stülper Huk and Light-pole 16;
- when such vessel passes Light-buoy 1, no vessel is in the process of departing from Travemünde and no outward-bound vessel en route from Lübeck has reached Priwall South.

- 14.9.2 No head-on situations shall be permitted to develop between any two vessels with a maximum beam of 6.00 m or more on the stretch of water between the Trave kilometeric marking 15.3 (Flender-Werft) and the Trave kilometeric marking 8.6 (Stadthäfen city ports) unless the aggregate beams of the vessels that would be involved in such head-on situation would not exceed 35.00 m, whereas the draught of one of the vessels would not exceed 6.50 m. When no head-on situations are permitted to develop, the vessel with the broader beam shall have the right of way; in cases where both vessels have roughly the same beam, the inbound vessel shall have the right of way.
- 14.9.3 Information on the beam and draught of any approaching vessel may be obtained from Trave Traffic via VHF channel 13.
- 14.9.4 Vessels with a lateral surface above the waterline of 2000 m<sup>2</sup> and above (ship plus deck cargo) and not being extraordinarily large vessels in terms of Item 3.13 above shall enlist tug assistance when heading for, or departing from,
- the Skandinavienkai Quay: on the stretch of water between the pair of Light-buoys 3/4 and their berth when the wind is blowing at more than force 6 Bft;
  - the Stadthäfen city ports on the stretch of water between the Trave kilometeric marking 15.3 and their berth when the wind is blowing at more than force 7 Bft.
- 14.9.5 For the purposes of entering the waterway and for leaving a port/berth, the competent Vessel Traffic centre may grant individual exemptions from the navigation ban in terms of Section 30(2)(Item 1) SeeSchStrO to tankers and composite units in terms of Section 30(1) SeeSchStrO with a deadweight capacity of more than 2000 metric tonnes, even if the range of visibility is less than 1000 m; any such exemptions may only be granted when each and all of the following prerequisites are met:
- The range of visibility shall be more than 500 m.
  - The traffic situation shall be such as to allow for granting such an exemption.
  - Nothing in the relevant check list goes to indicate any deficiencies or shortcomings as to the ship's equipment and technical features.
- 14.9.6 On the waters of the Pötenitzer Wiek Basin outside the fairway as delimited by the appropriate navigational signs, all navigation shall be prohibited between 15 February and 15 June every year, except for the time between 1100 hrs on a day preceding a Sunday or legal holiday and 1100 hrs on the first working day following such Sunday or legal holiday. Only vessels anchoring in the notified roadstead are exempted from this ban provided that they take the shortest route from/to the Trave navigation channel.
- 14.10 River Warnow**
- 14.10.1 For the purposes of entering the waterway and for leaving a port/berth, the competent Vessel Traffic centre may grant individual exemptions from the navigation ban in terms of Section 30(2)(Item 1) SeeSchStrO to tankers and composite units in terms of Section 30(1) SeeSchStrO with a deadweight capacity of more than 2000 metric tonnes, even if the range of visibility is less than 1000 m; any such exemptions may only be granted when each and all of the following prerequisites are met:
- The range of visibility shall be more than 500 m.
  - The traffic situation shall be such as to allow for granting such an exemption.
  - The ship's length overall shall not exceed 140.00 m, while her draught shall not exceed 8.50 m.
  - Nothing in the relevant check list goes to indicate any deficiencies or shortcomings as to the ship's equipment and technical features.

- 14.10.2 In fairways with 120 m sole width head-on situations are permitted to develop between vessels with aggregate beams of 40 m and more and a maximum draught of 8.50 m and more if the following prerequisites are met:
- For vessels with aggregate beams between 40 and 60 metres, if the involved captains/shippers agree that a head-on situation develops and the wind force does not exceed 6 Bft.
  - For vessels with a draught of more than 8.50 m which are constrained to take the fairway centre, as instructed by the vessel traffic centre.
- 14.10.3 In fairways with 50 m sole width head-on situations are only permitted to develop between vessels with aggregate beams between 17 m and 22 m as instructed by the vessel traffic centre, provided the involved captains/shippers agree that a head-on situation develops and the wind force does not exceed 6 Bft.
- 14.10.4 For vessels exceeding the parameters listed head-on situations are permitted to develop in the area of berth P 7, provided the draught permitted will not be exceeded.
- 14.11 Stralsund**
- 14.11.1 Passage below the Ziegelgrabenbrücke Bridge  
Vessels exceeding one of the following dimensions shall enlist tug assistance when passing through the main passage below the Bridge:  
a length overall of 80.00 m and a maximum beam of 14.00 m or  
a length overall of 100.00 m and a maximum beam of 12.00 m.  
In cases of values anywhere between the above combinations, an interpolation shall be made, with 1.00 metre of length corresponding to 0.10 metres of breadth.  
At normal water level, vessels are not allowed to exceed 37 m in height. Vessels whose maximum height exceeds 37 m shall be treated like extraordinarily large vessels according to Section 2, para. 10, German Traffic Regulations for Navigable Maritime Waterways.
- 14.11.2 Fairways with 90 m sole width  
No head-on situations shall be permitted to develop between extraordinarily large vessels in terms of Nos. 3.17 and 3.18 and any other vessel.  
Head-on situations shall be permitted to develop between other vessels, provided the aggregate beams are less than 28 m and the wind force is not exceeding 5 Bft.  
For vessels with aggregate beams between 28 and 35 metres head-on situations shall be permitted to develop, if the involved captains/shippers agree that a head-on situation develops and the wind force does not exceed 5 Bft.
- 14.11.3 Fairways with 80 m sole width  
No head-on situations shall be permitted to develop between extraordinarily large vessels in terms of Nos. 3.17 and 3.18 and any other vessel.  
Head-on situations shall be permitted to develop between other vessels, provided the aggregate beams are less than 25 m and the wind force is not exceeding 5 Bft.  
For vessels with aggregate beams between 25 and 32 metres head-on situations shall be permitted to develop, if the involved captains/shippers agree that a head-on situation develops and the wind force does not exceed 5 Bft.
- 14.12 Canalized River Uecker**
- 14.12.1 No head-on situations shall be permitted to develop between any vessel with a maximum beam of 5.00 m or more and any other vessel when the aggregate beams of the vessels that would be involved in such head-on situation would exceed 10.00 m.
- 14.12.2 When no head-on situations are permitted to develop, the inbound vessel shall wait.
- 14.12.3 Vessels with a maximum beam of 5.00 m and above shall report to Ueckermünde Port on VHF channel 11 as follows:
- when inbound, 10 minutes prior to reaching Buoy Uecker;
  - when outbound, at any time, with mooring lines still fast.

**14.13 Wolgast**

14.13.1

Fairways with 70 m sole width

No head-on situations shall be permitted to develop between extraordinarily large vessels in terms of Nos. 3.17 and 3.18 and any other vessel.

Head-on situations shall be permitted to develop between other vessels, provided the aggregate beams are less than 22 m and the wind force is not exceeding 5 Bft.

For vessels with aggregate beams between 22 and 28 metres head-on situations shall be permitted to develop, if the involved captains/shippers agree that a head-on situation develops and the wind force does not exceed 5 Bft.

**14.14****Other Fairways in the WSA Stralsund District**

14.14.1

Fairways with 50 m sole width

No head-on situations shall be permitted to develop between extraordinarily large vessels in terms of Nos. 3.17, 3.18, and 3.19 and any other vessel.

Head-on situations shall be permitted to develop between other vessels, provided the aggregate beams are less than 15 m, the draught does not exceed 3 m, and the wind force does not exceed 5 Bft.

For vessels with aggregate beams between 15 and 20 metres head-on situations shall be permitted to develop, if the involved captains/shippers agree that a head-on situation develops and the wind force does not exceed 5 Bft.

14.14.2

Fairways with 40 m sole width

For vessels with aggregate beams between 13 and 18 metres head-on situations shall be permitted to develop, if the involved captains/shippers agree that a head-on situation develops and the wind force does not exceed 5 Bft.

**§ 31 Water-skiing, towing of gear for water-sports, jetbiking, kite- and wind-surfing**

(1) Water-skiing, towing of gear for water-sports, jetbiking, kite- and wind-surfing shall be prohibited in fairways, except for those waters that have been made known by a Notice or Notices under the provisions of Section 60(1) below or have been marked by appropriate visual signs. At locations other than fairways, water-skiing, towing of gear for water-sports, jetbiking, kite- and wind-surfing shall be permitted; subject to the provisions of Section 26(5); however, this provision shall not apply to those waters that have been specifically designated for that purpose and made known under the provisions of Section 60(1).

(2) The drivers of water-skiers' and of gear for water-sports tractor craft as well as jetbikers, kite- and wind-surfers shall give way to all other vessels; as between each other, they shall take evasive action as provided for in the International Regulations for Preventing Collisions at Sea, 1972, as amended. Water-skiers, when involved in a head-on situation with an approaching vessel, a jetbike, or kite- or wind-surfer, shall keep in the wake of their tractor craft. The drivers of tractor craft towing gear for water-sports, when involved in a head-on-situation with an approaching vessel, a jetbike, or a kite- or wind-surfer, shall keep the gear for water-sports in the wake of their tractor craft.

(3) At night, in restricted visibility, and during such periods of time as have been made known by a Notice or Notices under the provisions of Section 60(1) below, water-skiing, towing of gear for water-sports, jetbiking, kite- and wind-surfing shall be prohibited.



## **Water-skiing, towing of gear for water-sports, jetbiking, kite- and wind-surfing (Section 31(1) and (2) SeeSchStrO)**

Waters where water-skiing, towing of gear for water-sports, jetbiking, kite- and wind-surfing are, permitted in the fairway, or prohibited outside the fairway, or prohibited at certain times:

### **North Sea**

#### **12 Notice of the Federal Waterways and Shipping Agency – North Western Region Office**

##### **12.1 River Jade**

12.1.1 Waters outside the fairway where water-skiing, towing of gear for water-sports, jetbiking and wind-surfing are prohibited:  
All roadsteads for special purposes, all lying sites and cargo-handling terminals.

12.1.2 Waters in the fairway where wind-surfing is permitted:  
The Wadden Fairway between the islands of Borkum and Wangerooge, both islands included, in the “Jadebusen” Basin, and on the “Hoher Weg” Grounds, provided that the purpose of doing so is only crossing the fairway (ie, passing the fairway on a heading as nearly as practicable at right angles to the general direction of traffic flow).

##### **12.2 River Weser**

12.2.1 Waters outside the fairway where waterskiing, towing of gear for water-sports, jetbiking and windsurfing are prohibited:  
The cargo-handling Terminals (on both sides of the fairway)  
– at Bremerhaven  
– between Blexen Titananleger and Union Pier Nordenham  
– between Klippkanne and Brake (kilometric marking 39)  
Between kilometric marking 27.3 (Pair of buoys 109/112) and the Bremen Rail-Bridge.

12.2.2 Waters in the fairway where wind-surfing is permitted:  
The inshore waters off the coastline of Land Butjadingen and Land Wursten, provided that the purpose of doing so is crossing the fairway (i.e. passing the fairway on a heading as nearly as practicable at right angles to the general direction of traffic flow).

#### **15 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**

##### **15.1 West Coast of Schleswig-Holstein**

15.1.1 Fairways where kite- and windsurfing is permitted:  
Any fairways in the Wadden Sea delimited by poles and/or pricks, except for the port approaches to Wittdün Harbour (Amrum Hafen), Dagebüll (Dagebüller Fahrwasser), Pellworm (Hafenriel), and Friedrichskoog (Hafenriel).

15.1.2 Waters outside the fairway where water-skiing, towing of gear for water-sports, jetbiking, kite- and windsurfing are prohibited:

15.1.2.1 Areas at a distance of less than 200 m from port entrances, embarkation and disembarkation points, and lying sites.

15.1.2.2 Roadsteads

##### **15.2 River Elbe and tributaries**

15.2.1 Fairways where water-skiing is permitted:

15.2.1.1 Lühesander Süderelbe between the Buoys LS 5 and LS 11

15.2.1.2 Hahnöfer Nebenelbe between the Buoys HN 5 and HN 15

- 15.2.2 Fairways where windsurfing is permitted:
- 15.2.2.1 Lühesander Süderelbe between the Buoys LS 5 and LS 11
- 15.2.2.2 Hahnöfer Nebelbe between the Buoys HN 5 and HN 15
- 15.2.3 Waters in which Jet-Ski are permitted to cross the fairway on the shortest route:
- 15.2.3.1 River Elbe, upstream of Brokdorf until Tinsdal (Buoy 70 to Buoy 125)
- 15.2.4 Waters outside the fairway where water-skiing, towing of gear for water-sports, jet-biking, kite- and windsurfing are prohibited:
- 15.2.4.1 Areas at a distance of less than 200 m from port entrances, embarkation and disembarkation points, and lying sites.
- 15.2.4.2 Roadsteads
- 15.2.4.3 Cuxhaven in the area south of the line of green buoys between the buoy pairs 31a/32a and 35/36
- 15.3 Kiel Canal**
- 15.3.1 Waters outside the fairway where water-skiing, towing of gear for water-sports, jet-biking, kite- and windsurfing are prohibited:
- 15.3.1.1 Kiel Canal
- Baltic Sea**
- 15.4 Coast of the Baltic Sea**
- 15.4.1 Waters outside the fairway where water-skiing, towing of gear for water-sports, jet-biking, kite- and windsurfing are prohibited:
- 15.4.1.1 Areas at a distance of less than 200 m from port entrances, embarkation and disembarkation points, and lying sites.  
This shall not apply to Jet-Ski as long as this area is only used to leave or enter the berth or the boat landing. In this case, a clearly recognisable straight course shall be maintained and the corresponding area shall be passed through on the shortest route. A speed of 8 km/h shall not be exceeded.
- 15.4.1.2 Roadsteads
- 15.4.2 Waters outside the fairway where water-skiing is prohibited:
- 15.4.2.1 River Schlei  
with the following two exceptions:
- the Große Breite Narrows to the South of a line connecting the North-West tip of the Kielfoot Peninsula and the Huk Foreland near Borgwedel (54° 30' 18" N 009° 40' 12" E)
  - the Kleine Breite Narrows to the North of a line connecting the South tip of the Reesholm Peninsula and the former Schleswig Sugar Factory (54° 31' 18" N 009° 36' 24" E)
- 15.4.2.2 River Trave  
with the exception of:
- the surface of water in the Große Holzwiek Bay that is delimited by yellow drum buoys.
- 15.4.3 Waters on which jetbikes are permitted to cross the fairway using the shortest possible route:
- 15.4.3.1 Neustadt fairway in Holstein.

## Part Five

### Stationary traffic

#### § 32 Anchoring

(1) Anchoring shall be prohibited in fairways except on roadsteads. However, this provision shall not apply to vessels restricted in their ability to manoeuvre in terms of Rule 3(g)(i) and (ii) of the International Regulations for Preventing Collisions at Sea, 1972, as amended. At locations other than fairways, anchoring shall be prohibited

1. in narrow channels and in blind bends;
2. in areas 300 metres wide around floating gear, wrecks, other obstructions to navigation and marked danger spots as well as on either side of cables, lines, and pipelines;
3. in restricted visibility, at a distance of 300 metres from high-tension power lines;
4. at a distance of 100 metres on either side of flood barriers;
5. off entrances to ports and harbours, off berths and quays, locks and floodgates, and in the approaches to the Kiel Canal;
6. within the tracks of a ferry crossing a river or canal, and beneath bridges;
7. at such locations and in such waters as have been made known by a Notice or Notices under the provisions of Section 60(1) below.

#### **Anchoring (Sections 32(1) and 32(1)(Item 7) SeeSchStrO)**

Waters where anchoring is prohibited outside the fairway:

	<b>North Sea</b>
<b>13</b>	<b>Notice of the Federal Waterways and Shipping Agency – North Western Region Office</b>
<b>13.1</b>	<b>River Weser</b>
	Waters outside the fairway where anchoring is prohibited:
	a) Farger Kurve between kilometric marking 27.3 (Pair of buoys 109/112) and kilometric marking 24.3 (Pair of buoys 115/118)
	b) Notwendestelle Vegesack between kilometric marking 20.8 (Buoy 121) and kilometric marking 20.00 (Buoy 123).
<b>16</b>	<b>Notice of the Federal Waterways and Shipping Agency – Northern Region Office</b>
<b>16.1</b>	<b>Surfaces of water delimited by visual signs as described under Item A.17a of Annex I SeeSchStrO.</b>
<b>16.2</b>	<b>River Elbe</b>
<b>16.2.1</b>	Area off Cuxhaven south of the line of green buoys between the buoy pairs 31a/32a and 35/36.
<b>16.2.2</b>	The area between the Bützflethersand front light and the beacon located on the south side of the entrance to the mouth of River Schwinge, on the one side, and a limit running 70 m to the North-East of a line connecting these two points, on the other side.

16.2.3	Near the high-voltage lines at Hetlingen, a surface of water extending from 300 m seaward of a line connecting the following points: 53° 36' 37'' N 009° 35' 07'' E und 53° 36' 09'' N 009° 34' 28'' E to 300 m landward of a line connecting the following points: 53° 36' 11'' N 009° 36' 17'' E und 53° 35' 43'' N 009° 35' 34'' E
16.2.4	Pagensander Nebenelbe – about 1 nautical mile downstream from the mouth of River Pinnau, – 200 m upstream and downstream from a line connecting the following points: from 53° 41' 48'' N 009° 32' 07'' E to 53° 41' 35'' N 009° 31' 26'' E
16.2.5	Respectively 200 m upstream and downstream from a line connecting the following points: – at Hollern from 53° 35' 53'' N 009° 34' 08'' E to 53° 36' 01'' N 009° 34' 31'' E – at Sandhörn from 53° 35' 31'' N 009° 34' 52'' E to 53° 35' 40'' N 009° 35' 01'' E
<b>16.3</b>	<b>Kiel Canal</b>
16.3.1	Flemhuder See, except for the surface of water delimited by yellow drum buoys marked with the inscription "Reede". <b>Baltic Sea</b>
16.4	Surfaces of water delimited by visual signs as described under Item A.17a of Annex I SeeSchStrO.
<b>16.5</b>	<b>River Trave</b> Pötenitzer Wiek, with the following two exceptions: – the surface of water delimited by yellow drum buoys marked with the inscription "Reede"; – the surface of water beyond a distance of 100 m from the nearest shoreline for the time between 1100 hrs on a day preceding a Sunday or legal holiday and 1100 hrs on the first working day following such Sunday or legal holiday.

(2) Using an anchor for manoeuvring purposes shall not be deemed to constitute "anchoring". Using an anchor shall be prohibited in waters as referred to in Items 2 and 4 of paragraph (1) above.

(3) Anchoring on a roadstead made known by a Notice or Notices under the provisions of Section 60(1) below shall only be permitted to such vessels as will be allowed to lie there in accordance with the purpose for which such roadstead has been set up.

**Roadsteads for special purposes (Section 32(3) SeeSchStrO)**

Roadsteads where vessels are permitted to anchor only when the purposes specified below are being served:

**North Sea****14 Notice of the Federal Waterways and Shipping Agency – North Western Region Office****14.1 River Jade****14.1.1 Quarantine Roadstead**

This Road shall be reserved to vessels subjected to quarantine. By way of exception, they may be permitted to be used by vessels wishing to handle cargoes of Classes 2 and 3 in terms of the International Maritime Dangerous Goods Code at one of the terminal bridges and are waiting for an unloading berth to become accessible; however, such vessels may use these Roads only when they are not yet being used by vessels subjected to quarantine.

**14.1.2 Explosives roadstead**

This road shall be reserved for vessels carrying non-containerised Class 1 cargo in terms of the International Maritime Dangerous Goods Code. By way of exception, they are permitted to be used by other vessels, but only when these roads are not already being used by such vessels.

**17 Notice of the Federal Waterways and Shipping Agency – Northern Region Office****17.1 Road in the Heverstrom Fairway**

This Road shall only be used by vessels intending to enter the Husumer Au.

**17.2 River Elbe****17.2.1 Elbe Approach Roads**

This Road shall be permitted to be used only by vessels who are scheduled to enter into the river Elbe.

**17.2.2 Medem Road**

Only vessels with a length not exceeding 140.00 m shall be permitted to anchor on this Road. The specific anchoring site of each vessel shall be chosen so as to ensure that she will not drift off into the fairway even when swinging at anchor.

**17.2.3 Neufeld-Reede Ost Road**

See the entry “Restrictions“ reproduced under Item 20.1.1.6 below.

**17.2.4 Brunsbüttel Nordwestreede Road**

This Road shall be permitted to be used only by vessels who are scheduled to be admitted into the next free locks that are suitable for them. However, this shall not apply to pleasure craft wishing to enter or leave the Brunsbüttel Altenhafen Port.

When the tidal current is coming in, vessels with a length overall exceeding 160.00 m may use the access to the Kiel Canal if this is necessary for them to enter the Road. Any such vessel shall send an application for exemption via VHF channel 13 – known by the name of Kiel Canal I – to the Lock-keeper 20 minutes prior to passing Light-buoy 57, respectively, Light-buoy 60/NOK 1/Reede.

**17.2.5 Brunsbüttel Südreede Road**

Only vessels with a length not exceeding 120.00 m shall be permitted to anchor on this Road. The specific anchoring site of each vessel shall be chosen so as to ensure that she will not drift off into the fairway even when swinging at anchor.

- 17.2.6      Brunsbüttel Nordostreede Road  
This Road shall only be used for the length of one tidal cycle. Safe berthing and unberthing in the area of the jetty off Brunsbüttel shall not be affected by the use of this Road; if necessary, vessels shall shift berth.  
Vessels with a length exceeding 160.00 m approaching the Brunsbüttel Elbehafen Port from the open sea may take the shortest way to the access to the Kiel Canal. Any such vessel shall send an application for exemption via VHF channel 13 – known by the name of Kiel Canal I – to the Lock-keeper 20 minutes prior to passing Light-buoy 57.
- 17.2.7      Krautsand-Reede Road, see the entry “Restrictions” reproduced under Item 20.1.1.8 below
- 17.2.8      Grauerort-Reede Road, see the entry “Restrictions” reproduced under Item Nr. 20.1.1.9 below.
- 17.2.9      Twielenfleth-Reede Road, see the entry “Restrictions” reproduced under Item 20.1.1.10 below.

### 17.2.10 List of Elbe roadsteads and facilities provided (waiting, bunkering, cargo transshipment)

List of Elbe roadsteads and facilities provided (waiting, bunkering, cargo transshipment)		Elbe-Approach-Reede	Außenelbe-Reede	Neuwerk-Reede	Medem-Reede	Neufeld-Reede West	Neufeld-Reede Ost	Nordwestreede Brunsbüttel	Südreede von Brunsbüttel	Nordostreede Brunsbüttel	Freiburg-Reede	Wischhafen-Reede	Krautsand-Reede	Grauerort-Reede	Twienfließ-Reede
Roadsteads as charted ----->															
Requirements acc. to Arts. 32, para. 3, 34, 35 and 36 SeeSchStrO															
Vessels not carrying certain dangerous cargoes	Waiting	+	+	+	+	+	+	+	+	+	+	+	+		+
	Bunkering		+	+	+	+							+		+
	Transshpm.		+	+	+	+									+
Vessels carrying explosive cargo German IMDG Code Classes 1, 4.1, and 5.2	Waiting	+	+		+	+	+	+				+			
	Bunkering		+		+	+						+			
	Transshpm.											+			
Vessels, loaded INF-Code § 30 para 1 No. 2 SeeSchStrO	Waiting	+	+				+			+					
	Bunkering		+												
	Transshpm.														
Gas tankers, loaded IGC-Code § 30 para 1 No. 1a SeeSchStrO	Waiting	+	+	+	+	+	+	+						+	+
	Bunkering		+	+	+	+								+	+
	Transshpm.														
Gas tankers, empty Classified as: not carrying certain dangerous cargoes	Waiting	+	+	+	+	+	+	+	+	+		+	+	+	+
	Bunkering		+	+	+	+								+	+
	Transshpm.														
Chemical tankers, loaded IBC-Code with entry „15.19“ § 30 para 1 No. 1b SeeSchStrO	Waiting	+	+	+	+	+	+	+			+			+	+
	Bunkering		+	+	+	+								+	+
	Transshpm.														
Chemical tankers, empty not cleaned, degassed or completely inerted + flash point <35 °C § 30 para 1 No. 3 SeeSchStrO	Waiting	+	+	+	+	+	+	+			+			+	+
	Bunkering		+	+	+	+								+	+
	Transshpm.														
Chemical tankers, empty cleaned, degassed or completely inerted or flash point >35 °C § 30 para 1 No. 3 SeeSchStrO	Waiting	+	+	+	+	+	+	+	+	+	+	+	+	+	+
	Bunkering		+	+	+	+								+	+
	Transshpm.														
Oil tanker, loaded Annex I MARPOL § 30 para 1 No. 1c SeeSchStrO	Waiting	+	+	+	+	+	+	+			+		+		
	Bunkering		+	+	+	+									
	Transshpm.														
Oil tanker, empty, not cleaned, degassed, or completely + inerted + flash point <35 °C § 30 para 1 No. 3 SeeSchStrO	Waiting	+	+	+	+	+	+	+			+		+		
	Bunkering		+	+	+	+									
	Transshpm.														
Oil tanker, empty, cleaned, degassed, or completely inerted + flash point >35 °C § 30 para 1 No. 3 SeeSchStrO	Waiting	+	+	+	+	+	+	+	+	+	+	+	+		+
	Bunkering		+	+	+	+									+
	Transshpm.														
Notes: Vessels not considered to carry certain dangerous goods are: – empty gas tankers – empty chemical and oil tankers, whose last cargo had a flash point of >35 °C – empty chemical and oil tankers which have been cleaned and degassed or completely inerted Master's statement that the vessel is gas free is sufficient		In combination with No. 17.2.1			In combination with No. 17.2.2		In combination with No. 20.1.1.6	In combination with No. 17.2.4	In combination with No. 17.2.5	In combination with No. 17.2.6	In combination with No. 20.1.1.7	In combination with No. 20.1.2.5 and 21.3.1.1	In combination with No. 19.1.1.6 and 20.1.1.8	In combination with No. 19.1.3.1 and 20.1.1.9	In combination with No. 19.1.3.2 and 20.1.1.10

- \* = Transshipment prohibited during ship bunkering operations (No. 19.1.2.4 and 19.1.4.2)  
 \*\* = Bunkering prohibited in heavy sea states, ice drift (No. 19.1.3.1)  
 ° = in coordination with the Brunsbüttel Vessel Traffic Service Centre

**Baltic Sea****17.3****Kieler Förde****17.3.1****Holtenau-Reede Road**

This Road are permitted to be used only by vessels who are waiting for admission into the next free locks, or for a berth in the Port of Kiel to become accessible, or for the weather to improve. However, this regulation shall not apply to vessels wishing to enter, respectively leave, the ports, berthing and mooring sites at Kiel-Holtenau and Kiel-Friedrichsort nor to pleasure craft.

(4) A continuous anchor watch shall be kept aboard any vessel or extraordinary floating object lying at anchor near a fairway or on a roadstead as well as aboard any vessel for which an anchoring ban under the provisions of paragraph (3) above is not effective. However, this provision shall not apply to vessels of less than 12 metres in length when in waters as referred to in Section 10(4) above.

**§ 33 Berthing and mooring**

(1) No vessel shall impede any other vessel through her anchoring or mooring. Once a vessel has begun with a berthing manoeuvre, all other vessels shall take this fact into account and shall navigate with the appropriate care and diligence.

(2) Berthing and mooring shall be prohibited

1. at flood barriers, riverside buildings, guiding racks, level-gauging posts, floating and fixed aids to navigation;
2. at banks or embankments where the soil is liable to break away into the water;
3. at locations where anchoring is prohibited under the provisions of Section 32(1)(Item 1 or 5) above;
4. along stretches of waterways where anchoring is prohibited under the provisions of Section 32(1)(Item 6) above;
5. at such locations as have been made known by a Notice or Notices under the provisions of Section 60(1) below.

**Prohibition to berth and moor (Section 33(2)(Item 5) SeeSchStrO)**

Locations where berthing and mooring are prohibited:

**North Sea****18****Notice of the Federal Waterways and Shipping Agency – Northern Region Office****18.1****Locks forming part of the Eider Barrier (Eidersperrwerk)****18.1.1****Seaward by-port****18.1.1.1**

Separation jetty, except for vessels waiting for admission into the locks.

**18.1.1.2**

Nordkaje Quay, except for fishing vessels (for the time of unloading their catch) and for passenger ships (for the time of passenger embarkation and disembarkation)

**18.1.2****Landward by-port****18.1.2.1**

Separation jetty, except for vessels in the Public Service and vessels owned and operated by the Deutsche Gesellschaft zur Rettung Schiffbrüchiger (German National Lifeboat Association)

**18.1.2.2**

Nordkaje Quay, except for vessels waiting for admission into the locks and for vessels issued with a special permit from the Tönning Waterways and Shipping Office



**18.2 River Elbe and tributaries**

- 18.2.1 On the waiting dolphins of the following barriers and bridges;  
With the following exceptions: when the barrier or bridge is closed or when the visual sign described as the first sign under Item A.19(a) of Annex I SeeSchStrO.
- 18.2.1.1 Wischhafener Süderelbe
- 18.2.1.2 Bützflether Süderelbe
- 18.2.1.3 River Oste Estuary
- 18.2.1.4 Freiburger Hafenpriel
- 18.2.1.5 River Schwinge
- 18.2.1.6 River Lühe
- 18.2.1.7 River Este
- 18.2.1.7.1 Äußeres Sperrwerk Barrier
- 18.2.1.7.2 Inneres Sperrwerk Barrier
- 18.2.1.7.3 Road Bridge near Hove
- 18.2.1.7.4 Road Bridge near Estebrügge
- 18.2.1.8 River Stör
- 18.2.1.9 River Krückau
- 18.2.1.10 River Pinnau

**18.3 Kiel Canal**

- 18.3.1 Brunsbüttel  
Alter Vorhafen by-port, except for pilot transfer craft and tugs issued with a permit from the Brunsbüttel Waterways and Shipping Office
- 18.3.2 Kiel-Holtenau  
The dolphins in the Alter Vorhafen by-port.
- 18.3.3 Kiel Canal and Gieselaukanal  
The entire embankment as well as all installations intended for use by vessels owned and operated by the Federal Waterways and Shipping Administration. No vessel shall be launched over such installations, either.

(3) Whenever possible, each vessel moored alongside another vessel shall be adequately tied up by both ends to the bank or embankment.

(4) No vessel, when moored, shall turn her propeller except

1. for trial purposes, but then only with the least power possible applied,
2. immediately before setting off and,
3. in either case, when other vessels or installations will not be put at any risk.

**§ 34 Cargo-handling operations**

At locations other than ports, harbours, and cargo-handling terminals, cargo-handling operations (bunkering included) shall be permitted only on such roadsteads and mooring sites as have been made known by a Notice or Notices under the provisions of Section 60(1) below; any preconditions specified for that purpose shall be complied with.

### Roadsteads and mooring sites for cargo-handling and bunkering (Section 34 SeeSch-StrO)

Roadsteads and mooring sites where cargo-handling and bunkering are permitted under the restrictions listed hereunder:

#### North Sea

#### 15 Notice of the Federal Waterways and Shipping Agency – North Western Region Office

##### 15.1 River Weser

Prior to bunkering outside the ports, a permit to do so shall be obtained from the Waterways and Shipping Office at Bremen respectively at Bremerhaven via Bremen Weser Traffic.

##### 15.2 River Lesum

Bunkering station for pleasure craft at kilometric marking 8.79 (North Shore).

##### 15.3 River Jade

Prior to bunkering outside the ports, a permit to do so shall be obtained from the Waterways and Shipping Office in Wilhelmshaven through the Vessel Traffic Service Centre.

#### 19 Notice of the Federal Waterways and Shipping Agency – Northern Region Office

##### 19.1 River Elbe

19.1.1 Roadsteads where cargo-handling and bunkering are permitted.

19.1.1.1 Außenelbe-Reede Road

19.1.1.2 Neuwerk-Reede Road

19.1.1.3 Medem-Reede Road

19.1.1.4 Neufeld-Reede West Road

19.1.1.5 Twielenfleth-Reede Road

19.1.1.6 Krautsand-Reede Road outside the fairway

19.1.2 Roadsteads where vessels carrying goods of Class 1 in terms of the International Maritime Dangerous Goods Code are permitted to take bunkers:

19.1.2.1 Außenelbe-Reede Road

19.1.2.2 Medem-Reede Road

19.1.2.3 Neufeld-Reede West Road

19.1.2.4 Wischhafen-Reede Road

Restrictions:

No cargo-handling operations permitted while vessel is bunkering.

19.1.3 Roadsteads where tankers in terms of Section 30(1)(Items 1a and b) and of Section 30(1)(Item 2) SeeSchStrO are permitted to take bunkers:

19.1.3.1 Grauerort-Reede Road:

Restrictions:

Only gas and chemical tankers intending to use the jetty off Bützfleth may take bunkers here.

Any bunkering operations shall be applied for in good time with the Brunsbüttel Vessel Traffic Centre. This is also the organization where to report the start and termination of bunkering operations (via telephone: + 49 48 52 88 53 93 or 84 00 or via VHF channel 68 – Brunsbüttel Elbe Traffic). No repairs to be carried out while bunkering is in progress. Bunkering shall be prohibited in a heavy seas and drifting ice.

- 19.1.3.2 Twielenfleth-Reede Road:  
Restrictions:  
Only gas and chemical tankers intending to use the jetty off Büthfleth may take bunkers here.  
Any bunkering operations shall be applied for in good time at the Brunsbüttel Vessel Traffic Centre. This office must also be informed of the start and termination of bunkering operations (by telephone: +49 48 52 88 53 93 or 84 00 or via VHF channel 68 – Brunsbüttel Elbe Traffic coastal radio station).  
No repairs shall be carried out while bunkering is in progress. Bunkering is prohibited in a heavy seas and drifting ice.
- 19.1.4 Roadsteads where tankers in terms of Section 30(1)(Items 1 and 2) SeeSchStrO are permitted to take bunkers:
- 19.1.4.1 Außenelbe-Reede Road
- 19.1.4.2 Neuwerk-Reede Road
- 19.1.4.3 Medem-Reede Road
- 19.1.4.4 Neufeld-Reede Road
- 19.2 Kiel Canal**
- 19.2.1 Bunkering sites:
- 19.2.1.1 Bunkering bridge of the Elf Bitumenwerk company in Brunsbüttel  
Delimitation:  
To the South, by the shoreline;  
to the West and the East, by lines running vertically from the shore towards the Canal centreline at kilometric markings 4.45 and 5.16, respectively;  
to the North, by a line running parallel to the shoreline at a distance of 60 m from the shore.
- 19.2.1.2 Bunkering bridge of the Nord- und Westdeutsche Bunker GmbH (NWB) company in Brunsbüttel  
Delimitation:  
To the North, by the shoreline;  
to the West and the East, by lines running vertically from the shore towards the Canal centreline at kilometric markings 2.32 and 2.41, respectively;  
to the South, by a line running parallel to the shoreline at a distance of 60 m from the shore.
- 19.2.1.3 Lürssen-Shipyards at the Audorfer See-Water
- 19.2.1.4 Projensdorf Bunkering Bridge  
Delimitation:  
Im Süden durch die Uferlinie,  
im Westen und Osten durch Linien, die senkrecht bei km 94,35 und km 94,67 vom Ufer zur Kanalmitte hin verlaufen,  
im Norden durch eine Linie, die in einer Entfernung von 60 m parallel zum Ufer verläuft.
- 19.2.1.5 Bunkerstation der Firma Bominflot Kiel Tanklager in Kiel-Holtenau  
Begrenzung:  
To the South, by the shoreline;  
to the West and the East, by lines running vertically from the shore towards the Canal centreline at kilometric markings 94.35 and 94.67, respectively;  
to the North, by a line running parallel to the shoreline at a distance of 60 m from the shore.

- 19.2.1.6 Außenhafen Port at Kiel-Holtenau  
 Delimitation:  
 To the North, by the pierhead running all along the quayside road;  
 to the West and the East, by lines running vertically from the pierhead line;  
 to the South, by a line running parallel to the pierhead line at a distance of 30 m from the pierhead.

#### **Baltic Sea**

### **19.3 Roadsteads where bunkering is permitted:**

- 19.3.1 Kieler Förde  
 19.3.1.1 Holtenau-Reede Road  
 19.3.1.2 Heikendorf-Reede Road  
 19.3.2 Wismarbucht, Wismar-Innenreede Road  
 19.3.3 Rostock-Reede, West Part Road  
 19.3.4 Stralsund, Altefährr-Reede Road  
 19.3.5 Prorer Wiek Road  
 19.3.5.1 Reede Sassnitz-Stadthafen city port Road  
 19.3.5.2 Reede Sassnitz-Fährhafen ferry port Road

## **§ 35 Anchoring, berthing, mooring, and sailing past by and of vessels carrying certain dangerous goods**

(1) Vessels carrying any one or more of the categories of dangerous goods in terms of Section 2(1)(Item 16) above (in this Section referred to as “certain dangerous goods”) may anchor and moor only on such roadsteads and at such mooring sites as have been made known by a Notice or Notices under the provisions of Section 60(1) below; any preconditions specified for that purpose shall be complied with.

### **Roadsteads and lying sites for vessels carrying certain dangerous goods (Section 35(1) SeeSchStrO)**

Roadsteads and lying sites where vessels carrying certain dangerous goods in terms of Section 2(1)(Item 16) SeeSchStrO may anchor or moor, provided that the preconditions specified below are fulfilled:

#### **North Sea**

### **16 Notice of the Federal Waterways and Shipping Agency – North Western Region Office**

#### **16.1 River Jade**

- 16.1.1 Schillig-Reede Road North  
 16.1.2 Schillig-Reede Road South  
 16.1.3 Explosives Roadstead  
 16.1.4 Wanger-Reede Road  
 16.1.5 Vosslop-Reede Road  
 16.1.6 Wilhelmshaven-Reede Road

**16.2 River Weser**

16.2.1 Fedderwarden-Reede Road

16.2.2 Blexen-Reede Road

South of a line connecting Buoy Blexen-Reede 2 and the Blexen Ferry Head.

**20 Notice of the Federal Waterways and Shipping Agency – Northern Region Office****20.1 River Elbe**

20.1.1 Roadsteads for tankers in terms of Section 30 (1)(Item 1 and 3) SeeSchStrO

20.1.1.1 Elbe Approach Road

20.1.1.2 Außenelbe-Reede Road

20.1.1.3 Neuwerk-Reede Road

20.1.1.4 Medem-Reede Road

20.1.1.5 Neufeld-Reede West Road

20.1.1.6 Neufeld-Reede Ost Road

Requirement:

Use of the roadstead is restricted to vessels waiting to enter Kiel Canal. If there are no vessels waiting, vessels bound for Kiel Canal are allowed to navigate in the area.

20.1.1.7 Freiburg-Reede Road

Except for tankers carrying or having carried gaseous goods in terms of Section 30(1)(Item 1a) SeeSchStrO

20.1.1.8 Krautsand road outside of the fairway

Except for tankers in terms of Section 30 (1)(Items 1a and 1b) of the German Traffic Regulations for Navigable Maritime Waterways

20.1.1.9 Grauerort-Reede Road

Except for tankers in terms of Section 30(1)(Item 1c) and of Section 30(1)(Item 3) SeeSchStrO

Requirement:

Only gas and chemical tankers unable to proceed to their intended berth because of the jetty off Bützfleth being occupied may anchor on this Road. No more than two vessels may anchor there at any one time. This Road shall be left immediately when the terminal off Bützfleth that is intended for the anchoring vessel has become vacant but, at any rate, upon the lapse of 24 hours.

20.1.1.10 Twielenfleth-Reede Road

Except for tankers in terms of Section 30(1)(Item 1c) and of Section 30(1)(Item 3) SeeSchStrO

Requirement:

Only gas and chemical tankers unable to proceed to their intended berth because of the jetty off Bützfleth being occupied and Grauerort-Reede Road already being occupied by two vessels may anchor on this Road. This Road shall be left immediately when the terminal off Bützfleth that is intended for the anchoring vessel has become vacant but, at any rate, upon the lapse of 24 hours.

20.1.2 Roadsteads for vessels carrying cargoes of Class 1, 4.1 and 5.2 in terms of the IMDG Code German

20.1.2.1 Elbe Approach Road

20.1.2.2 Außenelbe-Reede Road

20.1.2.3 Medem-Reede Road

20.1.2.4 Neufeld-Reede West Road

20.1.2.5	<p>Wischhafen-Reede Road</p> <p>Restriction:</p> <p>On this Road, a maximum of the quantities mentioned may be present of goods of the divisions listed hereunder:</p> <table> <tr> <td>Division 1.1</td><td>500 000 kg</td></tr> <tr> <td>Division 1.2</td><td>10 000 000 kg</td></tr> <tr> <td>Division 1.3</td><td>10 000 000 kg</td></tr> <tr> <td>Division 1.4</td><td>unlimited quantities</td></tr> <tr> <td>Division 1.5</td><td>500 000 kg</td></tr> </table> <p>When goods of different divisions of Class 1 are present on these Roads, all explosive substances and articles shall be assigned to the division with the lowest division. When goods of Division 1.5 are present on these Roads together with goods of other divisions of Class 1, all goods present on these Roads shall be assigned to Division 1.1.</p>	Division 1.1	500 000 kg	Division 1.2	10 000 000 kg	Division 1.3	10 000 000 kg	Division 1.4	unlimited quantities	Division 1.5	500 000 kg
Division 1.1	500 000 kg										
Division 1.2	10 000 000 kg										
Division 1.3	10 000 000 kg										
Division 1.4	unlimited quantities										
Division 1.5	500 000 kg										
20.1.3	Lying sites for vessels carrying more than 100 kg of goods of Class 1 in terms of the International Maritime Dangerous Goods Code:										
20.1.3.1	<p>Ruthenstrom (kilometric marking 4.2, left bank)</p> <p>Restriction:</p> <p>Only one vessel shall be permitted to be lying there. Once laden, a vessel shall not keep lying at the site for more than 24 hours.</p>										
20.1.4	Lying sites for tankers in terms of Section 30(1)(Items 1 and 2) SeeSchStrO:										
20.1.4.1	<p>Brunsbüttel Elbehafen Port, West part</p> <p>ankers in terms of Section 30(1)(Items 1a and 1c) SeeSchStrO</p>										
20.1.4.2	<p>Jetty off Bützfleth, South part</p> <p>Tankers in terms of Section 30(1)(Items 1a and 1b) SeeSchStrO</p> <p>Restrictions:</p> <ol style="list-style-type: none"> <li>A tanker carrying inflammable liquids within the scope of the substances listed in Section 30(1)(Item 1b) SeeSchStrO shall be permitted to be lying at the outside edge of the Elbanleger terminal (upstream from the access bridge), provided that no gas tanker is lying at the inside edge of the Elbanleger terminal. However, this latter restriction shall not apply when the tanker lying at the outside edge of the Elbanleger terminal has been fully inerted.</li> <li>No laden tanker other than one carrying sodium hydroxide solution shall be permitted to be lying at the outside edge of the Elbanleger terminal (right downstream from the access bridge).</li> <li>Empty vessels having been cleaned and de-gassed or having been fully inerted and now lying at the shoreside terminal in the inner South harbour basin as well as vessels carrying goods other than inflammable liquids may discharge wastes and take bunkers making use of waterside arrangements.</li> </ol>										
20.1.5	Roads for ships with loads according to Section 30(1)(Item 2)										
20.1.5.1	Elbe Approach Road										
20.1.5.2	Außenelbereede Road										
20.1.5.3	<p>Neufeld Reede Ost Road</p> <p>Only as a waiting road for the Kiel Canal</p>										
20.1.5.4	<p>Nordostreede Road</p> <p>Only as a waiting road for the Kiel Canal</p>										
<b>20.2</b>	<b>River Schwinge</b>										
20.2.1	Lying sites for tankers in terms of Section 30(1)(Items 1 and 3) SeeSchStrO:										

20.2.1.1	Stadersand, outward emergency lying site at the river Schwinge Weir (kilometric marking 3.80 to kilometric marking 3.38)
20.2.1.2	Port of Stade, West Jetty
<b>20.3</b>	<b>River Stör</b>
20.3.1	Lying site for tankers in terms of Section 30(1)(Items 1 and 3) SeeSchStrO:
20.3.1.1	Port of Itzehoe-Sude, lying site at kilometric marking 24.8, right bank
<b>20.4</b>	<b>Kiel Canal</b>
20.4.1	Lying sites – accepting also tankers in terms of Section 30(1) (Item 2) SeeSchStrO:
20.4.1.1	Bunkering bridge of the Total Bitumen company in Brunsbüttel Boundaries: as given under Item 19.2.1.1.
20.4.1.2	Bunkering bridge of the Nord- und Westdeutsche Bunker GmbH (NWB) company in Brunsbüttel Boundaries: as given under Item 19.2.1.2.
20.4.1.3	Bunkering station of the Bominflot Kiel Tanklager company at Kiel-Holtenau Boundaries: as given under Item 19.2.1.6.
20.4.1.4	All sidings, except for those parts thereof that are needed for the passage of transiting vessels
20.4.1.5	DEA/SASOL bridges 1, 2, and 3
20.4.1.6	Eastern part (200 m) of the railway station's dolphins
20.4.1.7	Navy dolphins, northern part.
20.4.1.8	Bunkering station Bayer-Brücke-NOK
20.4.2	Restrictions applying to lying at the sites listed under Items 20.4.1.1 to 20.4.1.8:
20.4.2.1	Vessels shall only be allowed to use the mooring sites under 20.4.1.1 to 20.4.1.3 above for the purpose and during the time of bunkering and/or discharging oily ballast, slops, and bilge water. This provision does not apply to the mooring sites referred to under 20.4.1.5 (at bridge 1, only fatty alcohols are allowed to be handled subject to the conditions in the river and shipping police permit), and to the mooring sites under 20.4.1.6 and 20.4.1.7 above, where only waiting is allowed.
20.4.2.2	No vessel shall be permitted to be lying in a siding for any reason other than on account of the prevailing traffic or weather conditions.
20.4.3	A minimum distance of 50 m shall be kept from any other moored vessel; however, this regulation shall not apply to the sidings.
20.4.4	All cargo tanks shall be closed on tankers carrying goods in terms of Section 30(1)(Item 1) SeeSchStrO or who have not been de-gassed so as to be gas-free after having carried such goods.
20.4.5	Tanks shall not be permitted to be cleaned or de-gassed.
20.4.6	Cargo tanks shall not be permitted to receive any ballast, with the exception of the cargo tanks in tankers having discharged cargoes with a flashpoint exceeding 55 °C. Arrangements shall be made to ensure that any air-vapour mixture that may be expelled from the tanks during ballasting operations will not be inflammable or toxic any more.

<b>20.5</b>	<b>Baltic Sea</b>
	Roadsteads for tankers in terms of Section 30(1)(Item 1 and 2) SeeSchStrO
20.5.1	Kieler Förde
20.5.1.1	Holtenau-Reede Road
20.5.1.2	Heikendorf-Reede Road
20.5.2	Wismar-Bucht-Wismar-Innenreede Road
20.5.3	Rostock-Reede West Part Road
20.5.4	Stralsund-Altefährr-Reede Road
20.5.5	Prorer Wiek Road
20.5.5.1	Sassnitz-Stadthafen (city port) Road
20.5.5.2	Sassnitz-Fährhafen (ferry port) Road

(2) When more than one vessel carrying certain dangerous goods are lying simultaneously on one roadstead or at one mooring site, they shall keep a safe distance from one another, due account being taken of the circumstances prevailing on site.

(3) All vessels other than tugs, supply and tank-cleaning vessels and such vessels as may be involved in current cargo-handling operations shall keep a safe distance (particular account being taken of sparking hazards) from vessels carrying certain dangerous goods. However, even the vessels just referred to shall not enter the waters where such roadstead or mooring site is located, unless their funnels and exhaust pipes have been fitted with devices or arrangements to prevent sparking.

(4) In the case of a moored tanker that has not been cleaned and de-gassed after discharging certain dangerous goods, no vessel whatsoever shall be lying alongside while the tanker's tanks are being filled with ballast water, whereas only the necessary tank-cleaning vessels shall be permitted to be lying alongside as long as tank-cleaning or de-gassing operations are in process.

(5) A moored vessel, when carrying certain dangerous goods, and a vessel lying near such vessel shall be capable of shifting berths at all times and without delay.

### **§ 36 Handling of certain dangerous goods**

(1) Certain dangerous goods in terms of Section 2(1)(Item 16) above shall be handled only on such roadsteads and mooring sites as have been made known by a Notice or Notices under the provisions of Section 60(1) below; any preconditions specified for that purpose shall be complied with. The intention of handling such goods shall be notified to the competent shipping police authority in good time.

#### **Roadsteads and lying sites for the handling of certain dangerous goods (Section 36(1) SeeSch-StrO)**

Roadsteads and lying sites where vessels carrying certain dangerous goods in terms of Section 2(1)(Item 16) SeeSchStrO may handle such cargoes, provided that the preconditions specified below are fulfilled:

	<b>North Sea</b>
<b>17</b>	<b>Notice of the Federal Waterways and Shipping Agency – North Western Region Office</b>
	[This Section has been suspended.]



<b>21</b>	<b>Notice of the Federal Waterways and Shipping Agency – Northern Region Office</b>
	<b>North Sea</b>
21.1	<p>Protection and Safety Haven of Helgoland, Südhafen-Westkaje Jetty</p> <p>Tankers in terms of Section 30(1)(Item 1c) SeeSchStrO</p> <p>Restrictions for cargo handling:</p> <p>Cargo-handling operations shall be permitted only for the time between 2300 hrs and 0700 hrs. For the time between 1 May and 1 September of each year, cargo-handling operations and even the mere lying of tankers shall not be permitted between 2400 hrs on any Friday and 2400 hrs on any Sunday.</p> <p>For the time between 2400 hrs on the Wednesday preceding Pentecost and 2400 hrs on the Wednesday following Pentecost of each year, cargo-handling operations and even the mere lying of tankers shall not be permitted.</p>
21.2	<p>Protection and Safety Haven of Hörnum, Westkaje Jetty</p> <p>Tankers in terms of Section 30(1)(Item 1c) SeeSchStrO</p>
<b>21.3</b>	<b>River Elbe</b>
21.3.1	Roadsteads for vessels carrying goods of Class 1 in terms of the IMDG Code:
21.3.1.1	<p>Wischhafen-Reede Road</p> <p>The same restrictions for cargo-handling apply as specified under Item 20.1.2.3. No discharge of wastes shall be permitted during cargo-handling operations.</p>
21.3.2	Cargo-handling places for tankers in terms of Section (1)(Items 1 and 3) SeeSch-StrO:
21.3.2.1	<p>Brunsbüttel Elbehafen Port, West part</p> <p>Tankers in terms of Section 30(1)(Items 1a and 1c) SeeSchStrO</p>
21.3.2.2	<p>Jetty off Bützfleth, South Part</p> <p>Tankers in terms of Section 30(1)(Items 1a and 1b) SeeSchStrO</p>
21.3.2.2.1	<p>Restrictions for cargo handling:</p> <p>a) When inflammable liquids within the scope of the substances listed in Section 30(1)(Item 1b) SeeSchStrO are being handled at the outside edge of the Elbanleger terminal (upstream from the access bridge) no gas tanker shall be permitted to be lying at the inside edge of the Elbanleger terminal. However, this restriction shall not apply when the tanker lying at the outside edge of the Elbanleger terminal is operating under the closed system and has been fully inerted. When cargo-handling operations are in progress at the outside and/or the inside edge of the Elbanleger terminal, no vessels shall be permitted to be lying alongside any of the vessels moored there.</p> <p>b) No cargo other than sodium hydroxide solution shall be permitted to be handled at the outside edge of the Elbanleger terminal (right downstream from the access bridge).</p> <p>c) No cargoes other than inflammable liquids within the scope of the substances listed in Section 30(1)(Item 1b) SeeSchStrO shall be permitted to be handled at the shoreside terminal in the inner South harbour basin. As long as cargoes other than inflammable liquids are being handled, empty vessels having been cleaned and de-gassed or having been fully inerted as well as vessels carrying goods other than inflammable liquids may discharge wastes and take bunkers making use of waterside arrangements. Arrangements shall be made to ensure that any air-vapour mixture that may be expelled from the tanks during loading, ballasting, and de-gassing operations will not be toxic any more when reaching the area outside the designated cargo-handling terminal.</p>

21.3.2.2.2	At the inside edge of the Elbanleger terminal, cargo-handling shall be permitted to take place only under the closed system. When cargo-handling operations are in progress, no vessel shall be permitted to be lying alongside the vessel moored there.
<b>21.4</b>	<b>River Schwinge</b>
21.4.1	Port of Stade, West-Jetty Tankers in terms of Section 30(1)(Items 1c and 3) SeeSchStrO
<b>21.5</b>	<b>River Stör</b>
21.5.1	Port of Itzehoe-Sude, lying-site at kilometric marking 24.8, right bank Tankers in terms of Section 30(1)(Items 1c and 3) SeeSchStrO
<b>21.6</b>	<b>Kiel Canal</b>
21.6.1	DEA-Cargo-handling place (Bridge IV) in the turning basin at the oilport of Brunsbüttel Tankers in terms of Section 30(1)(Item 1c) SeeSchStrO carrying goods with a flash-point of 55 °C and above.

(2) Throughout cargo-handling operations, only one vessel involved in such operations may be lying alongside on either side of a vessel carrying certain dangerous goods.

(3) Vessels other than those involved in cargo-handling operations shall keep a safe distance from the vessels therein involved and carrying certain dangerous goods; otherwise, they shall move away from the roadstead or mooring site.

(4) Upon completion of cargo-handling operations, the vessel shall, without delay, leave the roadstead or mooring site.

(5) All other regulations concerning the handling and carriage of dangerous goods shall remain unaffected by the foregoing provisions.

## Part Six

### Miscellaneous provisions

#### § 37 Conduct in the event of a marine casualty and of the loss overboard of objects

(1) Where there is a risk of a vessel sinking, such vessel shall be taken out of the fairway so far that the safe passage of other vessels will not be impeded. In the event of a collision having occurred, the person in command of any one of the vessels involved shall also be under the obligation to take such vessel out of the fairway, provided that the vessel is still in a floating condition.

(2) Where the navigable condition of a waterway or the safety and easy flow of traffic is affected or where such danger is imminent

1. as a result of a vessel, floating plant or installation, or extraordinary floating object helplessly drifting, stuck fast, grounded, or sunk, or as a result of any other object adrift or aground, or
2. as a result of a marine casualty, a fire, or any other incident aboard a vessel, floating installation, or extraordinary floating object, the competent waterways and shipping office or the VTS centre shall be informed without delay.

(3) The location where a vessel has sunk shall provisionally be marked, without delay, by the person who had been in command of such vessel. In the event of a collision resulting in the sinking of one or more vessels, each person in command of any one of the vessels involved shall be under the obligation to provisionally mark also the location where the other vessel (vessels) involved in the collision has (have) sunk, provided that his own vessel is still in a floating condition. Such person shall not continue his voyage until the competent waterways and shipping office has given permission to do so.

(4) A vessel stuck fast may make use of her engine or engines in an effort to break free, unless this cannot be done without inflicting damage upon the waterway – including the banks or embankments of, any structures, navigational aids and installations in, on, or near the waterway – or putting the safety of navigation at risk.

(5) Aboard any vessel where the “Stay away!” signal described under Item 2.2 of Annex II.2 to the present Ordinance is heard, all measures necessary shall be taken to avoid the imminent hazard; in particular,

1. all openings other than those required to keep the vessel operating shall be closed;
2. all auxiliary machinery other than that required to ensure the safety of the vessel herself, her crew, or her cargo shall be shut off;
3. open fires other than those well under guard shall be extinguished and, in particular, all smoking shall be terminated;
4. the operation of equipment comprising red-hot or sparking parts or components shall be discontinued.

#### § 38 Fishing and hunting

Certain modes of fishing, shooting and/or hunting shall be prohibited in such waters as have been made known by a Notice or Notices under the provisions of Section 60(1) below. An anchoring ban under the provisions of Section 32 above shall not apply to dedicated fishing vessels in a fairway, except when such fishing vessel is in waters made known under the provisions of the foregoing sentence.

**Ban on fishing and hunting (Section 38 SeeSchStrO)**

Waters where fishing, shooting and/or hunting are prohibited:

**North Sea****18 Notice of the Federal Waterways and Shipping Agency – North Western Region Office****18.1 River Jade**

Waters within delimited or marked fairways, off lying, mooring, and bathing sites, port entrances, in the vicinity of the dumping grounds for dredged spoils and of construction sites as made known from time to time, as well as designated roadsteads.

**18.2 River Weser**

18.2.1 Waters where fishing, shooting and/or hunting are prohibited include:

18.2.1.1 the fairway,

18.2.1.2 the designated roadsteads,

18.2.1.3 Waters outside the fairway as follows:

- a) Limited to the north by the line connecting buoys Bu 27 and Bu14 with the lower light Hofe and extending to the eastern shoreline; to the east by the shoreline at MLWS up to the Geeste north mole; to the south by the line connecting the Geeste north mole with buoy 63 and the western shoreline next to the Titan quay; to the west by the western shoreline next to Titan quay up to buoy 59; from there, by the line connecting the groyne buoys and buoy Bu 27;
- b) the stretch of water extending between kilometric marking 27.3 (pair of buoys 109/112) and kilometric marking 24.3 (pair of buoys 115/118) in the “Farger Kurve” Bend;
- c) the area of the “Notwendestelle Vegesack” Emergency Turning Site West of Buoy 121 (kilometric marking 20.8) and Buoy 123 (kilometric marking 20.0).

18.2.2 Waters where, by way of exception, fishing is permitted for vessels engaged in crab fishing underway include

18.2.2.1 the fairway of River Weser between, on the one side, a line connecting Buoys Bu 27 and Bu 14 and, further seawards,

- a) for fishing vessels not equipped with a VHF radiotelephone installation enabling communication with Bremerhaven Weser Traffic at ranges of visibility exceeding 1000 m under the proviso that they keep to the starboard side of the fairway (Section 22(1)(first sentence) SeeSchStrO) and that they refrain from fishing in areas in a 100-metre diameter around buoys;
- b) for fishing vessels keeping constant contact with Bremerhaven Weser Traffic via VHF radiotelephone and complying with any instructions received therefrom
  - at ranges of visibility exceeding 1000 m under the proviso that they keep to the starboard side of the fairway (Section 22(1 first sentence) SeeSchStrO)
  - at ranges of visibility exceeding 3000 m under the proviso that they may be proceeding on the port side of the fairway under the provisions of Section 22(1)(second sentence) SeeSchStrO – while observing the provisions of Section 24(3) SeeSchStrO – unless instructions to the contrary are being given by Bremerhaven Weser Traffic;

<b>22</b>	<b>Notice of the Federal Waterways and Shipping Agency – Northern Region Office</b>
	<b>North Sea</b>
<b>22.1</b>	<b>West Coast of Schleswig-Holstein</b>
22.1.1	The waters where fishing (with the exception of mussel harvesting) is prohibited are the mussel-hatching grounds marked by the visual sign described under Item B.16(c) of Annex I SeeSchStrO.
22.1.2	Areas at a distance of less than 200 m from port entrances, embarkation and disembarkation points, lying and warning sites, water-level gauges, and measuring appliances.
22.1.3	Areas in a 300-m diameter around cable routes and under-water lines, including those marked by visual signs as described, respectively, under Items B.16(b) and B.16(e) of Annex I SeeSchStrO.
<b>22.2</b>	<b>River Elbe and tributaries</b>
22.2.1	Fairways
22.2.2	Roadsteads
22.2.3	Areas at a distance of less than 200 m from port entrances, embarkation and disembarkation points, lying and warning sites, water-level gauges, and measuring appliances.
22.2.3.1	Cuxhaven outside of the fairway in the area south of the line of green buoys between buoys 31a/32a and 35/36.
22.2.4	Areas in a 300-m diameter around cable routes and under-water lines, including those marked by visual signs as described, respectively, under Items B.16(b) and B.16(e) of Annex I SeeSchStrO.  Exceptions:
22.2.5	Elbe
22.2.5.1	Ban applying to vessels fishing while lying at anchor:
22.2.5.1.1	The area outside of the fairway to the East of a line connecting the following points, viz: a) 53° 53,1580' N 008° 46,9240' E, b) 53° 52,7580' N 008° 46,9240' E, c) Buoy 38, outside the navigation channel and Neufeld-Reede roadstead up to a line running 360° from the Neufeld-Reede 12 buoy to the coastline of Schleswig-Holstein
22.2.5.1.2	The area inside a line connecting the following points, viz: a) 53° 52,2580' N 009° 02,1240' E, b) 53° 52,7746' N 009° 03,8406' E, c) 53° 52,8080' N 009° 04,8240' E, d) 53° 52,2580' N 009° 02,1240' E.
22.2.5.1.3	The area to the North of a line connecting the following points, viz: a) 53° 53,2746' N 009° 08,5740' E, b) 53° 53,2913' N 009° 10,0073' E.
22.2.5.1.4	The area to the North of a line connecting the following points, viz: a) 53° 53,2580' N 009° 11,5740' E, b) 53° 53,1080' N 009° 13,2407' E.

- 22.2.5.1.5 The area up to 100 m to the South of a line connecting the following points, viz:  
a) 53° 53,0413' N 009° 13,2406' E,  
b) 53° 52,7913' N 009° 14,7573' E.
- 22.2.5.1.6 The area to the North of a line connecting the following points, viz:  
a) 53° 52,6413' N 009° 16,0573' E,  
b) 53° 50,4580' N 009° 21,1573' E.
- 22.2.5.1.7 The area inside a line connecting the following points, viz:  
a) 53° 48,7413' N 009° 22,4240' E,  
b) 53° 48,7746' N 009° 22,5073' E,  
c) 53° 47,4580' N 009° 23,3407' E,  
d) 53° 47,4247' N 009° 23,2407' E.
- 22.2.5.1.8 The area up to 200 m to the East of a line connecting the following points, viz:  
a) 53° 46,5580' N 009° 23,0260' E,  
b) 53° 45,7080' N 009° 23,5407' E.
- 22.2.5.1.9 The area between the sector lines at 316.2° and 322.2° from the Steindeich Light up to the Pagensand-Nord Light
- 22.2.5.1.10 The area up to 50 m to the East of a line connecting the following points, viz:  
a) 53° 41,2580' N 009° 29,6907' E,  
b) 53° 39,8163' N 009° 30,5490' E.
- 22.2.5.1.11 The area to the East of a line connecting the following points, viz:  
a) 53° 39,9747' N 009° 30,8240' E,  
b) 53° 38,1413' N 009° 31,8907' E.
- 22.2.5.1.12 The area up to 50 m to the North of a line connecting the following points, viz:  
a) 53° 37,4080' N 009° 32,1657' E,  
b) 53° 36,9830' N 009° 33,0740' E.
- 22.2.5.1.13 The area inside a line connecting the following points, viz:  
a) 53° 36,7413' N 009° 33,5907' E,  
b) 53° 36,5747' N 009° 34,0073' E,  
c) 53° 36,4747' N 009° 33,8240' E,  
d) 53° 36,6247' N 009° 33,4407' E.  
Fishing shall only be permitted when no vessels are lying at anchor or wish to use this portion of the Roads for anchoring.
- 22.2.5.1.14 The area up to 50 m to the South of a line connecting the following points, viz:  
a) 53° 36,2830' N 009° 35,3657' E,  
b) 53° 35,5413' N 009° 36,5407' E.
- 22.2.5.2 Fishing ban applying to trawlers:  
The entire water surface extending from the outer limit of the area of application of the Traffic Regulations for Navigable Waterways up to a line running at an angle of 20 degrees from the Oste Lighthouse (located at the outer head of the separation dam between Rivers Elbe and Oste) over to the Schleswig-Holstein bank of the river. The areas specified at number 22.2.3, 22.2.3.1 and 22.2.4 are excepted.
- 22.2.6 River Oste
- 22.2.6.1 Ban applying to vessels fishing while lying at anchor.
- 22.2.6.2 Fishing shall be permitted only on the anchoring sites assigned and approved by the Cuxhaven Waterways and Shipping Office on a case-by-case basis.
- 22.2.7 River Stör
- 22.2.7.1 Ban applying to vessels fishing while lying at anchor.
- 22.2.7.2 Fishing shall be permitted only on the anchoring sites assigned and approved by the Hamburg Waterways and Shipping Office on a case-by-case basis.

<b>22.3</b>	<b>Kiel Canal</b> The waters of Kiel Canal and Gieselaukanal, if not a special permission is given by the Brunsbüttel or Kiel-Holtenau Waterways and Shipping Offices.
	<b>Baltic Sea</b>
<b>22.4</b>	<b>Coast of the Baltic Sea</b>
22.4.1	Fairways
22.4.2	Areas at a distance of less than 200 m from port entrances, embarkation and disembarkation points, lying and warning sites, water-level gauges, and measuring appliances.
22.4.3	Areas in a 300 mm diameter around cable routes and under-water lines, including those marked by visual signs as described, respectively, under Items B.16(b) and B.16(e) of Annex I SeeSchStrO.
22.4.4	Greifswalder Bodden, Achterwasser, Kleines Haff and Großer Jasmunder Bodden On the approaches to fairways and shipping routes marked by visual signs described under Item B.10 of Annex I SeeSchStrO, no fishing gear shall be laid out.
22.4.5	Roadsteads Stralsund-Altefährr Reede and Prorer Wiek with the Roads Sassnitz-Stadthafen and Sassnitz-Fährhafen
22.4.6	Unsupervised fishing gear is not allowed to be used in the navigation channel near Holnis Enge narrows in the area extending north of fairway buoys 3 and 4 to about 400 m south of twin buoys 11/12 (latitude 54° 52.3' N)

### § 39 Sailing schedules of passenger vessels and ferries crossing a river or canal

(1) Passenger vessels and ferries crossing a river or canal may carry passengers only ex embarkation sites approved or rightfully existing under the provisions of the Federal Waterways Act. This provision shall not affect any other applicable provision governing legal matters in respect of embarkation sites or passenger shipping and ferry traffic in general.

(2) Any person intending to operate scheduled sailings of passenger vessels or ferries crossing a river or canal shall submit to the competent waterways and shipping office, not less than two weeks prior to the date of the intended start of operations, a sailing schedule indicating times of arrival and departure as well as all locations at which the vessel or ferry will call to pick up or to set down passengers. Any intended modification to a sailing schedule shall be communicated to the authority competent under the terms of the foregoing sentence two weeks prior to the intended effective date of such modification.

(3) Upon request by the competent waterways and shipping office, the operator of scheduled sailings shall modify sailing schedules so as to avoid affecting the safety and easy flow of traffic both at embarkation/disembarkation sites and in fairways.

(4) No disembarkation of passengers or transboarding of passengers from one vessel to another shall be permitted unless local peculiarities or any extraordinary circumstances so require.

**§ 40 Carriage of document**

Masters of inland waterway vessels shall ensure that at least one copy of this Ordinance and one copy of the Ordinance on the International Regulations for Preventing Collisions at Sea is carried on board the vessel. Electronic text versions shall also be considered copies if they can be made readable at any time.

Sentences 1 and 2 above shall not apply to

1. small craft coming under inland waterways regulations, and
2. pushed barges and other non-motorised vessels which have no living areas, wheelhouses, or leisure areas.



## Part Seven

### Supplementary provisions relating to the Kiel Canal

#### § 41 Area of application

The provisions of this Part shall apply both on the Kiel Canal proper and in the approaches thereto in addition to the other provisions of the present Ordinance, and notably in addition to the special regulations applying to the Kiel Canal as embodied in Sections 23(3)(Item 3), 23(5), 24(4), 29(2), and 32(1)(Item 5).

#### § 42 Admission for passage

(1) Navigation on the Kiel Canal shall be prohibited for any vessel or composite unit, whether pushed or towed, unless each and all of the following preconditions are fulfilled:

1. The vessel's or composite unit's maximum dimensions as made known by a Notice or Notices under the provisions of Section 60(1) below are not exceeded;
2. there is no doubt about such vessel's or composite unit's stability and ability to manoeuvre;
3. her rudder-angle indicator is adequately lit;
4. there are no objects protruding beyond the vessel's or composite unit's sides;
5. the safety and easy flow of traffic will not be affected in any other way.

The foregoing provisions shall apply, mutatis mutandis, to floating gear and floating plant and installations.

#### Admission for navigation on the Kiel Canal (Section 42(1)(Item 1) and Section 42(6) SeeSchStrO)

##### 23 Notice of the Federal Waterways and Shipping Agency – Northern Region Office

Only vessels and composite units shall be permitted to navigate on the Kiel Canal when their dimensions will not exceed the following:

23.1	Length overall (m)	235.00
	Maximum beam (m)	32.50
	Air draught above the water level (m)	40.00

23.2 Draught  
The maximum permissible draught of vessels whose length does not exceed 160.00 m shall be 9.50 m.  
For vessels whose length exceeds 160.00 m and whose beam exceeds 20.00 m, the maximum permissible draught may be gathered from the table below (draught measures are given in dm – decimetres):

Lenght in m	Beam in m													
	20	21	22	23	24	25	26	27	28	29	30	31	32	32,50
160	95	95	95	95	95	95	95	95	94	93	92	91	89	89
163	95	95	95	95	95	95	95	94	93	92	91	90	89	89
166	95	95	95	95	95	95	95	94	93	91	90	89	88	87
169	95	95	95	95	95	95	94	93	92	90	89	88	87	86
172	95	95	95	95	95	94	93	92	91	90	88	87	86	85
175	95	95	95	95	95	94	93	91	90	89	88	86	85	84
178	95	95	95	95	94	93	92	90	89	88	87	85	84	83
181	95	95	95	94	93	92	91	90	88	87	86	85	83	83
184	95	95	95	93	92	91	90	89	87	86	85	84	83	82

187	95	95	94	93	91	90	89	88	86	85	84	83	82	81
190	95	94	93	92	91	89	88	87	86	84	83	82	81	80
193	95	93	92	91	90	89	87	86	85	84	83	81	80	79
196	94	93	91	90	89	88	86	85	84	83	82	80	79	78
199	93	91	90	89	88	87	85	84	83	82	81	79	78	78
202	92	91	90	89	87	86	85	84	82	81	80	79	77	77
205	91	90	89	88	86	85	84	83	82	80	79	78	77	76
208	90	89	88	87	85	84	83	82	81	80	78	77	76	75
211	90	89	87	86	85	84	83	81	80	79	77	76	75	74
214	89	88	86	85	84	83	82	80	79	78	76	75	74	74
217	88	87	85	84	83	82	80	79	78	77	75	74	74	73
220	87	86	84	83	82	81	80	78	77	76	75	74	73	73
223	86	85	84	83	81	80	79	77	76	75	74	73	72	72
226	85	84	83	82	80	79	78	77	75	74	74	73	72	71
229	84	83	82	81	79	78	77	76	74	74	73	72	71	71
232	84	83	81	80	79	77	76	75	74	73	72	72	71	70
235	83	81	80	79	78	76	75	74	73	73	72	71	70	70

23.3 In individual cases, the passage may be approved of a vessel with a draught of up to 10.40 m in Brunsbüttel from the limit of the approach channel up to kilometeric marking 6.0.

23.4 Gieselaukanal  
Length over all (m) 65.00  
Max. Beam (m) 9.00  
Draught (m) 2.40

23.5 Achterwehrrer Schifffahrtskanal  
Length over all (m) 35.00  
Max. Beam (m) 7.50  
Draught (m) 2.00 up to km 2.55  
(Roadbridge)  
1.40 from  
Roadbridge  
southwards  
Air draught (m) 20.00 up to km 2.55  
(Roadbridge)  
4.50 from  
Roadbridge  
southwards

23.6 Mittelstrecke Borgstedter See  
Draught (m) 7.80 from the East  
up to the dolphins  
of the measuring  
appliances  
Air draught (m) 22.50 above the water level

(2) In the case of a composite unit being towed, arrangements shall be made to ensure that a speed of 9 km per hour (equals 4.9 knots) can be maintained and that at least two persons conversant with navigational matters are on board each non-self-propelled vessel forming part of the composite unit.

(3) Vessels carrying certain dangerous goods in terms of Section 2(1)(Item 16) above shall be identified as such not later than when reporting in for Canal passage as prescribed in Section 43 below. However, this provision shall not apply to warships. The person in command of a tanker having discharged her cargo shall submit, together with his report in for Canal passage, a written declaration to the effect that no inflammable gases are carried aboard. The special list or manifest, respectively the detailed stowage plan, required to be carried under the provisions of regulation VII/5.5 of the Annex

to the International Convention for the Safety of Life at Sea, 1974, as embodied in the Ordinance of 11 January 1979 (promulgated in the Federal Law Gazette 1979 II, p 141) and last modified by the Ordinance of 24 April 1997 (promulgated in the Federal Law Gazette 1997 II, p 934) shall be kept readily available on the navigating bridge of any vessel carrying dangerous goods of Classes 1 to 9 of the IMDG Code throughout the Canal passage.

(4) The use of automatic steering appliances (auto-pilots) or closed-circuit remote control systems shall only be permitted in the circumstances made known by a Notice or Notices under the provisions

**Use of automatic steering appliances (auto-pilots) or closed-circuit re-mote control systems on the Kiel Canal (Section 42(4) SeeSchStrO)**

**24 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**

24.1 The use of automatic steering appliances is allowed for vessels of the traffic categories 1 and 2 only, except composite units, provided that the preconditions under Item 24.2 below are fulfilled.

24.2 The use of automatic steering appliances is permitted only if

- the automatic steering appliance is in accordance with the IMO-performance standards,
- the automatic steering appliance works in connection with a gyro-compass,
- the vessel is equipped with a single-hand control platform and the automatic steering appliance is equipped with an override-tiller or -hand wheel, no radius turning control system will be used,
- the automatic steering appliance is able to keep the course presently heading after switching from manual to automatic steering,
- the adjustment of the unit is able to meet the requirements of the district,
- a minimum speed of 8 km/h (4.3 kn) can be kept,
- the range of visibility is not less than 2 nautical miles and
- the unit will be switched to manual operation in good time before overtaking or head-on situations.

24.3 The use of automatic steering appliance according to the preconditions listed under Item 24.2 do not release a master from other existing regulations.

(5) Such vessels as have been made known by a Notice or Notices under the provisions of Section 60(1) below shall enlist for the Canal passage the services of a specified number of helmsmen recognized by the competent shipping police authority as being reliable and conversant with the conditions prevailing on the Kiel Canal (known as “Canal helmsmen”). However, this provision shall not apply

1. to the stretch of Canal between the Brunsbüttel Locks and Canal km 6.00;
2. to the stretch of Canal between the Kiel-Holtenau Locks and the Western limit of the Schwarzenbek siding;
3. to vessels in the Public Service and to warships.

**Enlisting the services of Canal helmsmen (Section 42(5) SeeSchStrO)**

**25 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**

When a vessel exceeds any one or more of the following dimensions, she shall enlist the services of Canal helmsmen for the stretches of water as listed hereunder:

25.1 Between Brunsbüttel and Rüsterbergen (pilot transfer station)

Length (m)	100.00/ 120.00
Beam (m)	16.50/ 14.50
Draught (m)	6.10/ 6.10

25.2	Between Rüsterbergen (pilot transfer station) and Kiel-Holtenau
	Length (m) 100.00/ 115.00
	Beam (m) 15.50/ 14.00
	Draught (m) 6.10/ 6.10
25.3	Tankers up to Traffic category 4 and other vessels up to Traffic category 5 with the following maximum dimensions, viz:
	Length (m) 100.00/ 120.00
	Beam (m) 19.00/ 17.00
	Draught (m) 7.00/ 7.00
	shall enlist the services of one Canal helmsman. Vessels exceeding any one of these dimensions shall enlist the services of two Canal helmsmen. However, this provision shall not apply to short trips not exceeding a length of 15 kilometres.
25.4	Values for length and beam should be interpolated according to the rules provided at 5.2.

(6) The local waterways and shipping office may deny the right of passage through the Canal to a vessel not fulfilling the preconditions laid down in paragraphs (1) to (5) above, or may permit passage only upon certain conditions to be fulfilled.

(7) No vessel shall be permitted to be lying at any location other than a siding, a public port or harbour, a terminal, or another designated lying site for any reason other than on account of the prevailing traffic conditions.

#### § 43 Reporting in for, and out from, passage through the Kiel Canal

(1) The person in command of a vessel wishing to pass through the Kiel Canal or a person commissioned for that purpose by the person in command of such vessel, shall report in for passage to the competent waterways and shipping office immediately upon entering the Brunsbüttel, Kiel-Holtenau, or Gieselau Locks, as the case may be; when reporting in, the documentation made known by a Notice or Notices under the provisions of Section 60(1) below shall be presented.

##### Documentation required for passage through the Kiel Canal (Section 43(1) SeeSchStrO)

<b>26</b>	<b>Notice of the Federal Waterways and Shipping Agency – Northern Region Office</b>
	Documentation required to be presented, respectively submitted, when reporting in for passage through the Kiel Canal:
26.1	An application form completed and signed by the master.
26.2	Certificate of Tonnage Measurement, respectively, Gauging Certificate.
26.3	In the case of a vessel other than described in the preceding Item: Cargo documentation and other documentation as required.
26.4	A vessel exempted from compulsory pilotage shall carry on board both the exemption certificate and a documentary proof of the identity of such certificate's holder and shall present these.

(2) When a vessel stops for mooring anywhere on the Kiel Canal without having received an order to do so (stop call), she shall report out from passage to the competent VTS centre. Canal passage may not be commenced or resumed, as the case may be, until consent to do so has been received from the appropriate VTS centre. Upon receiving such consent, the vessel shall commence, respectively resume, passage without delay. The person in command shall, in complying with the requirements for conduct in traffic, take immediate account of traffic information provided by VTS centres in accordance with the circumstances of the traffic situation prevailing and shall comply with any measures of traffic flow control that may have been imposed.

(3) Vessel may not depart from lying sites in the “Achterwehrer Schifffahrtskanal” without notification of the lock-keeper; this shall not apply to pleasure craft.

**§ 44 [This Section has been suspended.]**

**§ 45 Traffic in the approaches to the Kiel Canal**

No vessels other than those entering or leaving the Kiel Canal may use the approaches to the Kiel Canal. However, this provision shall not apply

1. to vessels en route to or from the cargo-handling terminal in the Kiel-Holtenau by-port;
2. to passenger vessels en route to or from the embarkation/disembarkation site at Kiel-Holtenau;
3. to pleasure craft en route to or from approved mooring sites;
4. to vessels operated by a shipping police authority, to pilot launches, and to tugs operating with official approval.

**§ 46 Right-of-way regulations for vessels entering or leaving locks**

(1) The provisions contained in the paragraphs below shall apply in derogation of Rules 9(b) to (d), 15, and 18(a) to (c) of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

(2) At Kiel-Holtenau, a vessel or vessels entering the “Neue Schleuse” Locks from the approaches thereto shall have the right of way over a vessel or vessels leaving the “Alte Schleuse” Locks. At Brunsbüttel, a vessel or vessels leaving by-ports for the approaches thereto shall have the right of way over a vessel or vessels entering these approaches.

(3) Both at Brunsbüttel and at Kiel-Holtenau, a vessel or vessels leaving the “Neue Schleuse” Locks shall have the right of way over a vessel or vessels leaving the “Alte Schleuse” Locks.

**§ 47 Ban on entering respectively leaving locks**

(1) In restricted visibility, no vessel shall leave the locks for the landward by-ports nor, as far as Kiel-Holtenau is concerned, for the landward or seaward by-port while other vessels are entering the locks from there.

(2) At Brunsbüttel, no vessel shall leave the locks for the seaward by-port while another vessel is entering there from the River Elbe. No vessel of a certain draught shall enter or leave the locks when certain water levels, as made known by a Notice or Notices under the provisions of Section 60(1) below, are prevailing.

**Ban on entering respectively leaving the Neue Schleusen Locks at Brunsbüttel (Section 47(2)(second sentence) SeeSchStrO)****27 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**

27.1 Table of limiting water levels and draughts for a ban on entering respectively leaving the Neue (Große) Schleusen Locks at Brunsbüttel:

Water level Chart Datum (LAT)	Draught exceeding	Water level Chart Datum (LAT)	Draught exceeding
+1.40 m	10.40 m	+0.60 m	9.60 m
+1.30 m	10.30 m	+0.50 m	9.50 m
+1.20 m	10.20 m	+0.40 m	9.40 m
+1.10 m	10.10 m	+0.30 m	9.30 m
+1.00 m	10.00 m	+0.20 m	9.20 m
+0.90 m	9.90 m	+0.10 m	9.10 m
+0.80 m	9.80 m	±0.00 m	9.00 m
+0.70 m	9.70 m		

27.2 Table of limiting water levels and draughts for a ban on entering respectively leaving the Alte (Kleine) Schleusen Locks at Brunsbüttel:

Water level Chart Datum (LAT)	Draught exceeding	Water level Chart Datum (LAT)	Draught exceeding
+1.00 m	6.50 m	+0.50 m	6.00 m
+0.90 m	6.40 m	+0.40 m	5.90 m
+0.80 m	6.30 m	+0.30 m	5.80 m
+0.70 m	6.20 m	+0.20 m	5.70 m
+0.60 m	6.10 m	+0.10 m	5.60 m

**§ 48 Minimum safe distances between vessels**

(1) At locations other than the sidings and locks forming part of the Kiel Canal – except for stretches of water extending for a length of 1000 metres in front of, and 2000 metres behind, the limits of sidings –

1. vessels of vessel categories 1, 2, and 3 shall keep a distance of not less than 600 metres
  2. vessels of vessel categories 4 and above shall keep a distance of not less than 1000 metres from any vessel navigating in front of them,
- unless they are in an overtaking situation as described in Section 23(4) or (5) above.

(2) The minimum safe distance to be kept from vessels of less than 20 metres in length may be less than that prescribed in the foregoing paragraph.

#### **§ 49 Conduct of vessels in front of, and in, sidings**

(1) Vessels shall enter sidings expeditiously.

(2) Where one of the visual signs described under Item A.22(b) of Annex I to the present Ordinance is exhibited in a siding, a vessel under a ban on leaving such siding shall, under the existing circumstances, moor to the foremost accessible dolphin lying to the starboard side of the vessel as she would proceed, or stop in its vicinity and leave adequate room for transiting vessels. Only when traffic or weather conditions so require, a vessel may, exceptionally, moor to the foremost accessible dolphin lying to the port side of the vessel as she would proceed.

(3) The sequence of vessels for leaving a given siding shall, as a rule, be governed by the sequence of vessels when entering that siding. When a vessel wishes to overtake another vessel lying moored, in front of herself, in the same row of dolphins and having been authorized to proceed, the persons in command of the two vessels shall bring about an understanding between themselves in accordance with the provisions of Section 23(4) above. This provision shall also apply to cases where vessels entering a given siding wish to overtake other vessels lying moored in that siding in the same direction of traffic and having been authorized to proceed. Sailing past vessels lying moored to dolphins without such vessels being authorized to proceed shall not be regarded as overtaking.

(4) Vessels lying moored to dolphins on their port side shall not depart unless it is certain that no vessels on a through passage nor vessels departing from dolphins on their starboard side will be put at any risk or be impeded.

(5) No vessel shall be permitted to be lying in a siding for any reason other than on account of the prevailing traffic or weather conditions unless upon prior consent by the competent VTS centre.

#### **§ 50 Sailing rules for vessels exempt from compulsory pilotage and for composite units**

(1) No vessel exempt from compulsory pilotage shall navigate on the Kiel Canal in restricted visibility unless

1. the vessel's radar is in efficient working order and
2. one person conversant with the operation of the radar is present on the navigating bridge in addition to the person in command of the vessel.

Where the above preconditions are not fulfilled, the vessel shall discontinue her passage through the Canal and proceed to the nearest siding for mooring, and she shall do so, whenever possible, behind the dolphins or at the nearest designated mooring site.

(2) Vessels exempt from compulsory pilotage and composite units not fulfilling the preconditions specified for night passage through the Kiel Canal shall navigate on the Kiel Canal only during such hours as have been made known by a Notice or Notices under the provisions of Section 60(1) below (known as "daylight navigating hours").

At other times,

1. entering the locks from the landward by-ports and leaving the locks for the landward by-ports,
2. the onward passage for the "Kreishafen Rendsburg" Port (in cases where the Breiholz siding, respectively the Audorf/Rade siding, will have been reached before the lapse of daylight navigating hours), and
3. the onward passage to the respective exit locks (in cases where the Dückerswisch siding, respectively the Groß-Nordsee siding, will have been reached before the lapse of daylight navigating hours) shall be permitted.

**“Daylight navigating hours“ for the purposes of navigation on the Kiel Canal (Section 50(2) SeeSchStrO)****28 Notice of the Federal Waterways and Shipping Agency – Northern Region Office**

“Daylight navigating hours” (given in Legal Time) and vessel categories not fulfilling the preconditions specified for night passage through the Kiel Canal:

**28.1 Daylight navigating hours:**

01.01. to 15.01.	07.30 to 17.00 Hrs
16.01. to 31.01.	07.30 to 17.30 Hrs
01.02. to 15.02.	07.00 to 18.00 Hrs
16.02. to 28./29.02.	06.30 to 18.30 Hrs
01.03. to 15.03.	05.30 to 19.00 Hrs
16.03. to 31.03.	05.00 to 19.30 Hrs
01.04. to 15.04.	04.30 to 20.00 Hrs
16.04. to 30.04.	04.00 to 20.30 Hrs
01.05. to 15.05.	03.30 to 21.00 Hrs
16.05. to 31.05.	03.00 to 21.30 Hrs
01.06. to 30.06.	02.30 to 22.00 Hrs
01.07. to 15.07.	02.30 to 22.00 Hrs
16.07. to 31.07.	03.00 to 21.30 Hrs
01.08. to 15.08.	03.30 to 21.00 Hrs
16.08. to 31.08.	04.00 to 20.30 Hrs
01.09. to 15.09.	04.30 to 20.00 Hrs
16.09. to 30.09.	05.00 to 19.30 Hrs
01.10. to 15.10.	05.30 to 19.00 Hrs
16.10. to 31.10.	06.00 to 18.30 Hrs
01.11. to 15.11.	06.30 to 17.30 Hrs
16.11. to 30.11.	07.00 to 17.00 Hrs
01.12. to 31.12.	07.30 to 17.00 Hrs

During Central European Summer Time, the above “daylight navigating hours” will begin and end one hour earlier.

**28.2 Vessel categories not fulfilling the preconditions specified for night passage through the Kiel Canal:**

Composite units being towed of vessel category 4 and above, plus those composite units being towed as well as those vessels exempted from compulsory pilotage and incapable of keeping a minimum speed over ground of 15 km/h (equals 8.1 knots) or incapable of complying with the requirement of maintaining a continuous radio-telephone link.



(3) Vessels of vessel category 1, when exempt from compulsory pilotage, shall not tow more than one pleasure craft of up to 15 metres in length and may do so only during daylight navigating hours; such composite unit being towed shall be deemed a single vessel for the purposes of traffic flow control.

(4) In restricted visibility or in a storm, composite units being towed shall discontinue their passage through the Canal and shall, whenever possible, proceed to a siding for mooring.

#### **§ 51 Sailing rules for pleasure craft**

(1) Pleasure craft may use the approaches to the Kiel Canal and the Kiel Canal proper only for the purpose of passing through the Canal during the daylight navigating hours in terms of Section 50(2) above, but they shall not do so at any time when visibility is restricted. However, this provision shall not apply to pleasure craft with a pilot embarked or heading for those mooring sites in the Kiel-Holtenau seaward by-port and in the Brunsbüttel landward by-port where pleasure craft are admitted for mooring, nor shall this provision apply to pleasure craft having applied to the Brunsbüttel Lock-keeper to be let out of the locks for the River Elbe.

(2) Pleasure craft which have their home mooring on the Kiel Canal or which are laid ashore in the immediate vicinity of the Kiel Canal – in both cases, “the Kiel Canal” meaning the Kiel Canal between the Brunsbüttel and the Kiel-Holtenau Locks – shall require a navigating permit (the German term being “Fahrtausweis”) when they wish to navigate on the Kiel Canal; such navigating permit may be obtained from the competent waterways and shipping office.

(3) Pleasure craft shall make arrangements for their Canal passage to take place so as to enable them to reach a dedicated mooring site for pleasure craft before the lapse of daylight navigating hours.

(4) When, unexpectedly, visibility gets reduced, pleasure craft may moor in sidings behind the dolphins. This provision shall also apply to pleasure craft being towed by a vessel of vessel category 1 being exempt from compulsory pilotage.

(5) Wind-sailing shall be prohibited on the Kiel Canal. However, this provision shall not apply

1. to the Kiel-Holtenau seaward by-port off the “Alte Schleuse” Locks;
2. to waters outside the fairway on the Borgstedter See, the Audorfer See, and the Obereidersee.

Power-driven pleasure craft may set their sails in addition to having their engines in operation.

(6) A power-driven pleasure craft may tow only one other pleasure craft, provided that such pleasure craft being towed is less than 15 metres in length. The minimum speed of such a composite unit shall be not less than 9 km per hour (equals 4.9 knots).

#### **§ 52 [This Section has been suspended.]**

#### **§ 53 Navigating and mooring on the Gieselaukanal**

(1) Navigating on the Gieselaukanal shall be permitted only during the daylight navigating hours in terms of Section 50(2) above.

(2) Pleasure craft may moor overnight for only one night and may do so only at the designated mooring site located to the South of the “Gieselauschleuse” Locks.

#### **§ 54 [This Section has been suspended.]**

## Part Eight

### Competences and responsibilities of the Federal Waterways and Shipping Administration

#### § 55 Shipping police authorities

(1) For the purposes of the present Ordinance, shipping police authorities shall be the Federal Waterways and Shipping Agency with her subordinate waterways and shipping offices; in the exercise of their functions, they shall make use of the services of the Water Police of the coastal states in accordance with the agreements between the Federation and the States on the exercise of shipping police law-enforcement missions as well as of the services of the Federal Border Guard and the Federal Customs Administration in accordance with Section 3(2) of the Maritime Navigation (Federal Competences) Act.

(2) Waterways and shipping offices shall take shipping police measures of local relevance. When a certain measure has effects reaching beyond the area of competence of one waterways and shipping office, the office in whose area of competence the matter to be dealt with occurs first shall be competent. In derogation of this principle, the competent Federal Waterways and Shipping Agency may confer upon any specific waterways and shipping office the competence for any specific task on a specific waterway. When a certain measure is of fundamental relevance, it shall be taken by the Federal Waterways and Shipping Agency. Shipping police measures that will not allow for any delay may also be taken by the Water Police.

#### § 55a Vessel Traffic Services centres (VTS centres)

In the framework of the maritime traffic control system established in accordance with the requirements of the traffic situation in a given maritime district, VTS centres shall be responsible for providing the following:

1. traffic information;
2. traffic assistance;
3. traffic instructions; and
4. traffic flow control on the Kiel Canal.

#### § 56 Shipping police orders

(1) In fulfilling their commitments under Section 3 of the Maritime Navigation (Federal Competences) Act, shipping police authorities may issue orders containing a requirement (requirements) or prohibition (prohibitions); such shipping police orders may be addressed to specified persons or to a specified group or groups of persons.

(2) Shipping police orders shall have precedence both over the provisions of the present Ordinance and over the requirements embodied in signs and signals.

#### § 57 Shipping police permits

(1) The organization of the following events shall require a prior permit by the competent waterways and shipping office, the question of competence being governed by the provisions of Section 55(2) above:

1. the navigation of extraordinarily large vessels, air cushion craft, hovercraft, surface-effect craft and high-speed craft as well as of seaplanes and flying boats outside of approved airfields under Section 6 of the air traffic law and outside of starting and landing areas under Section 25 of the air traffic law;
2. the navigation of extraordinary composite units, whether pushed or towed, and the towing of extraordinary floating objects;

3. shipyard launches;
4. the salvage of vessels, extraordinary floating objects, flotsam and jetsam, if such salvage is liable to affect the safety and easy flow of traffic or to pose a hazard to the marine environment (however, this provision shall not apply when the competent shipping police authority has ordered such salvage);
5. tests and trials for the towing strength of vessels as well as stationary tests and trials liable to affect the safety and easy flow of traffic;
6. water-sport events taking place on the water;
- 6a. parasailing;
7. other events on or along navigable waterways liable to affect the safety and easy flow of traffic or to pose a hazard to the marine environment.

(2) Any such permit shall be applied for in good time.

(3) Any such permit may be granted with conditions and restrictions attached for the purposes of

- a) avoiding or balancing off any cause liable to affect the safety and easy flow of traffic,
- b) preventing the noxious effects upon the environment – in terms of the Noxious Immissions (Protection) (Federal Requirements) Act – that may arise from the operation of the vessel or vessels involved, or
- c) avoiding, preventing, or removing a hazard to the marine environment.

Any such permit shall be granted for an appropriate period of time.

## **§ 58 Shipping police reports**

(1) Masters of a vessel or of a pushing or towing convoy exceeding the dimensions and tonnages made known under the provisions of Section 60(1) below as well as masters of a vessel as defined by Section 30(1) above shall transmit the following information to the VTS centre made known under the provisions of Section 60(1) below:

1. Provided that the particulars listed hereunder have not yet been reported under the provisions of Section 1(1) above in conjunction with the provisions of Item 2.6 of the Annex to Section 1(1) of the Internal Waters (Entering Requirements) Ordinance, the following particulars shall be reported in good time before entering any one of the navigable waterways made known under the provisions of Section 60(1) below:
  - a) the vessel's name, distinctive number or letters and, where appropriate, the IMO ship identification number or maritime mobile service identity (MMSI) number, and the type of vessel;
  - b) the position of the vessel;
  - c) the length, breadth and current fresh-water draught of the vessel (in metres);
  - d) the vessel's last port of departure and next port of call;
  - e) a statement either indicating whether or not the vessel carries bulk cargoes as defined by Section 30(1) no. 1 above and, if so, the specification of the type and quantity of such bulk cargoes including the UN number, or indicating whether or not such bulk cargoes have been carried and the tanks have been cleaned and de-gassed or completely inerted afterwards;
  - f) a statement indicating whether any dangerous goods or goods damaging to the environment in accordance with the Annex to Section 1(1) of the Internal Waters (Entering Requirements) Ordinance are carried on board;
  - g) a statement indicating whether there are any deficiencies with regard to the vessel or her cargo;
  - h) the total number of persons on board.

2. As the vessel proceeds en route past the reporting positions made known under the provisions of Section 60(1) below, the following particulars shall be reported:
  - a) the vessel's name and distinctive number or letters;
  - b) the position of the vessel;
  - c) the speed of the vessel; and
  - d) the time of the vessel's passage.
3. Any discontinuation and subsequent resumption of the vessel's voyage shall be reported.

#### **Shipping police reports (Section 58(1) SeeSchStrO)**

All vessels in terms of Section 30(1) SeeSchStrO as well as those vessels and composite units that exceed any one or more of the dimensions specified below shall be subject to compulsory reporting.

As far as the navigable waterways listed below are concerned, reports shall be addressed to the competent Vessel Traffic Centre through the appropriate VHF channel in accordance with Section 58(1)(Item 1) – Pre-entry Report – and Section 58(1)(Item 2) – Position Report:

#### **North Sea**

#### **19 Notice of the Federal Waterways and Shipping Agency – North Western Region Office**

##### **19.1 Inner German Bight**

19.1.1 Length: 50.00 m

19.1.2 Wilhelmshaven Traffic Control Centre  
via VHF channel 79, 80 German Bight Traffic

19.1.3 Pre-entry Report  
to be made by southbound vessels by crossing latitude 54° 15' N (W of Helgoland) and east of Helgoland by crossing the line between the buoys Helgoland-O and Außenelbe-Reede 2 up to the point of intersection with longitude 008° 00,0' E  
via VHF channel 80 German Bight Traffic

19.1.4 Pre-entry Report  
to be made by vessels navigating in the Traffic Separation Scheme "Terschelling – German Bight" and the associated Inshore Traffic Zone when passing Light-buoy "Borkumriff"  
via VHF channel 79 German Bight Traffic

19.1.5 Position Report  
to be made by eastbound vessels navigating in the Traffic Separation Scheme "Terschelling – German Bight" and the associated Inshore Traffic Zone when passing Light-buoy TG/C  
via VHF channel 80 German Bight Traffic

##### **19.2 River Jade**

19.2.1 Length: 50.00 m

19.2.2 Wilhelmshaven Traffic Control Centre  
for the stretch of water between Buoy 1b/Jade and the Buoys 33/34  
via VHF channel 63 Jade Traffic  
for the stretch of water between the Buoys 33/34 and Buoy 58  
via VHF channel 20 Jade Traffic

19.2.3 Pre-entry Report  
when entering the Jade Estuary (unless a report according to 19.1.3 has been made), or prior to leaving the "Seeschleuse" Locks or the terminal, with mooring lines still fast.

**19.3 River Weser**

19.3.1 Length: 50.00 m

19.3.2 Traffic Control Centre

19.3.2.1 Bremerhaven

for the stretch of the water between The Sea and Buoy 93 (Käseburg)

- Neue Weser for the stretch from the Buoy 3a/Neue Weser Reede and the Buoy 19/H-Reede (inbound) and for the stretch from the Buoy 19/H-Reede and the Buoy 4a (outbound)

via VHF channel 22 Bremerhaven Weser Traffic

- Alte Weser for the stretch from the Buoy A1 and the Buoy 16 a/A 16 (inbound) and for the stretch from the Buoy 16 a/A 16 and the Buoy 2 (out-bound)

via VHF channel 22 Bremerhaven Weser Traffic

- for the stretch from the Buoy 19/H-Reede and the Buoy 37

via VHF channel 02 Bremerhaven Weser Traffic

- for the stretch from the Buoy 37 and the Buoy 47

via VHF channel 04 Bremerhaven Weser Traffic

- for the stretch from the Buoy 47 and the Buoy 63

via VHF channel 07 Bremerhaven Weser Traffic

- for the stretch from the Buoy 63 and the Buoy 58

via VHF channel 05 Bremerhaven Weser Traffic

- for the stretch from the Buoy 58 and the Buoy 79

via VHF channel 82 Bremerhaven Weser Traffic

- for the stretch from the Buoy 79 and the Buoy 93

via VHF channel 21 Bremerhaven Weser Traffic

19.3.2.2 Bremen

for the stretch of the water between Buoy 93 (Käseburg) and the Bremen Rail Bridge (kilometric marking 1.37)

- between Buoy 93 (Käseburg) and Buoy 113 (Farge) and between the mouth of the River Hunte and the Elsfleth-Orth Rail Bridge (kilometric marking 21.0)

via VHF channel 19 Bremen Weser Traffic

- between Buoy 113 and the Airport Lemwerder (kilometric marking 15)

via VHF channel 78 Bremen Weser Traffic

- between the Airport Lemwerder (kilometric marking 15) and the Bremen Rail Bridge (kilometric marking 1.37)

via VHF channel 81 Bremen Weser Traffic

19.3.3 Pre-entry Report

when entering the Weser Estuary (unless a report in the Inner German Bight has been made), or prior to leaving the port, terminal, or locks, with mooring lines still fast.

19.3.4	Position Report when passing	
	– Buoy 3a/Neue Weser Reede or Buoy A1 (inbound) via VHF channel 22	Bremerhaven Weser Traffic
	– Bremerhaven Unterfeuer (outbound) via VHF channel 07	Bremerhaven Weser Traffic
	– Buoy 56/Blexen Reede (inbound) via VHF channel 05	Bremerhaven Weser Traffic
	– Buoy 93 (outbound) via VHF channel 21	Bremerhaven Weser Traffic
	– Buoy 93 (inbound) via VHF channel 19	Bremen Weser Traffic
	– Elsfleth-Orth Rail Bridge (kilometric marking 21.0) (out-bound) via VHF channel 19	Bremen Weser Traffic
	– Buoy 111 (Farge) via VHF channel 19	Bremen Weser Traffic
	– Moorlosen Kirche (kilometric marking 12.5) via VHF channel 81	Bremen Weser Traffic
<b>19.4</b>	<b>Hunte</b>	
19.4.1	Length: 50.00 m	
19.4.2	Vessel Traffic Centre Bremen for the stretch of the water between Oldenburg (kilometric marking 0.0) and the Elsfleth-Orth Rail Bridge (kilometric marking 21.0) via VHF channel 63	Hunte Traffic
19.4.3	Pre-entry Report when entering the River Hunte or prior to leaving the port or terminal with mooring lines still fast.	
19.4.4	Position Report when passing	
	– Elsfleth – Orth Rail Bridge (kilometric marking 21.0)	
	– Oldenburg – Drielake (kilometric marking 1.8) via VHF channel 63	Hunte Traffic
<b>29</b>	<b>Notice of the Federal Waterways and Shipping Agency – Northern Region Office</b>	
<b>29.1</b>	<b>River Elbe</b>	
29.1.1	Length overall of 50.00 m	
29.1.2	Vessel Traffic Centres	
29.1.2.1	Cuxhaven For the stretch of the water between Buoy Nordergründe-Nord (NGN) and the Buoys 53, 54/Reede via VHF channel 71	Cuxhaven Elbe Traffic
29.1.2.2	Brunsbüttel For the stretch from the Buoys 53, 54/Reede and the Buoy 125 via VHF channel 68	Brunsbüttel Elbe Traffic
29.1.3	Pre-entry Report Vessels having already made their Pre-entry Report via German Bight Traffic, Kiel Canal Traffic or Hamburg Port Traffic shall be exempt from this particular reporting duty. Otherwise, the report shall be made, respectively, – prior to leaving the locks of the Kiel Canal at Brunsbüttel; and – prior to leaving the port or lying site, with mooring lines still fast. The rule applies for southbound vessels which are approaching the Elbe from east of Helgoland by passing buoy Außenelbe-Reede 2	

29.1.4	Position Report when passing	
	Inbound	
	– Buoy Nordergründe-Nord (NGN, 008° E)	Cuxhaven Elbe Traffic
	via VHF channel 71	
	– Buoys 53, 54/Reede	Brunsbüttel Elbe Traffic
	via VHF channel 68	
	– Buoy 125	Hamburg Port Authority
	via VHF channel 14	
	outbound	
	– Buoy 125	Hamburg Port Authority
	via VHF channel 14 and	Brunsbüttel Elbe Traffic
	via VHF channel 68	
	– Buoys 53, 54/Reede	Cuxhaven Elbe Traffic
	via VHF channel 71	
	– Buoy Nordergründe-Nord (NGN, 008° E)	German Bight Traffic
	via VHF channel 80	
	outbound from the Kiel Canal	
	– when passing the outer lock gates	Brunsbüttel Elbe Traffic
	via VHF channel 68	
<b>29.2</b>	<b>Kiel Canal</b>	
29.2.1	All vessels, except for pleasure craft with a length overall of less than 15.00 m.	
29.2.2	Vessel Traffic Centres	
29.2.2.1	for the canal stretch between Brunsbüttel and Breiholz (west stretch)	
	via VHF channel 02	Kiel Kanal II
29.2.2.2	for the canal stretch between Breiholz to Kiel-Holtenau (east stretch)	
	via VHF channel 03	Kiel Kanal III
29.2.3	Pre-entry Report	
	– Before leaving a port/lying site, with mooring lines still fast.	
29.2.4	Every vessel equipped with a VHF radiotelephone installation shall maintain a continuous radiotelephone link while underway on any one of the stretches of water listed hereunder:	
29.2.4.1	Approach and outer harbours Brunsbüttel	
	Inbound	
	via VHF channel 13	Kiel Kanal I
	Outbound	
	via VHF channel 68	Brunsbüttel Elbe Traffic
	Locks Brunsbüttel	
	via VHF channel 13	Kiel Kanal I
29.2.4.2	Canal stretch between Brunsbüttel and Breiholz	
	via VHF channel 02	Kiel Kanal II
29.2.4.3	Canal stretch between Breiholz and Kiel-Holtenau	
	via VHF channel 03	Kiel Kanal III
29.2.4.4	Locks, outer harbours and approach Kiel-Holtenau	
	via VHF channel 12	Kiel Kanal IV

**Baltic Sea****Notice of the Federal Waterways and Shipping Agency – Northern Region Office****29.3 Kieler Förde**

- 29.3.1 – Length overall of 50.00 m and above.  
– Vessels, composite units, and floating gear with a mast, superstructure, or arm height of more than 40.00 m and wishing to use the Holtenauer Reede Road or the water surface situated immediately to the North-West of this Road and being delimited, to the North and the West, by the shoreline and, to the South, by the Stickenhörner Jetty.
- 29.3.2 Vessel Traffic Centre Travemünde  
via VHF channel 67 Kiel Traffic
- 29.3.3 Pre-entry Report  
– Inbound vessels shall report 60 minutes prior to passing Kiel Lighthouse,  
– Outbound vessels shall report prior to leaving the port/lying site/lock, with mooring lines still fast,  
via VHF channel 67 Kiel Traffic
- 29.3.4 Position Report  
– when passing Kiel Lighthouse  
– upon arrival in harbour/at lying site  
– upon arrival at and when leaving a roadstead  
via VHF channel 67 Kiel Traffic
- 29.3.5 Position Report when bound for the Kiel Canal  
– from seawards when passing Friedrichsort Lighthouse  
– leaving the harbour when passing harbour limits  
via VHF channel 12 Kiel Kanal IV

**29.4 River Trave**

- 29.4.1 – Maximum beam 6.00 m and above  
– Vessels, composite units and other and other equipment having a maximum height of 30 m or more which intend to navigate the „Herrendurchstich“ passage (Trave km 13.6 to 14.2)
- 29.4.2 Vessel Traffic Centre Travemünde  
via VHF channel 13 Trave Traffic
- 29.4.3 Pre-entry Report  
Inbound  
– when passing Light-buoy 1 Lübeck-Gedser-Weg  
Outbound  
– Before leaving a port/lying site, with mooring lines still fast.
- 29.4.4 Position Report when passing  
Inbound  
– Approach Buoy Trave  
– Light-buoy 1  
– Light pole 16  
– Light pole 22  
outbound  
– Light pole 36  
– Light pole 16  
– Priwall South



29.5	Approach to Port of Wismar	
29.5.1	Maximum beam 6.00 m and above	
29.5.2	Vessel Traffic Centre Travemünde via VHF channel 12	Wismar Traffic
29.5.3	Pre-entry Report Inbound – one hour prior to passing Approach Buoy Wismar or Approach Buoy Offentief Outbound – Before leaving a port/lying site, with mooring lines still fast.	
29.5.4	Position Report when passing Inbound – Approach Buoys Wismar or Offentief – after pilot embarkation and when proceeding with the voyage – Buoys 9/10 with notice if using Flaggtief – Buoy 23/20 Outbound – Buoy 23/20 with notice if using Flaggtief – Buoy 9/10 – Approach Buoys Wismar or Offentief	
<b>29.6</b>	<b>River Warnow (Warnemünde/Rostock)</b>	
29.6.1	Length overall 30.00 m and above	
29.6.2	Vessel Traffic Centre Warnemünde via VHF channel 73	Warnemünde Traffic
29.6.3	Pre-entry Report Inbound – 30 minutes prior to sail the Rostock fairway Outbound – Before leaving a port/lying site, with mooring lines still fast.	
29.6.4	Position Report when passing in- and outbound – after pilot embarkation and when proceeding with the voyage – Buoys 1 and 2 or when entering the Rostock fairway – the jetties – turning basin (Wendeplatte) with notice of beginning and ending of the turning manoeuvre – Berth 60 Überseehafen – Marienehe Fairway – Leaving the fairway and after mooring	
<b>29.7</b>	<b>Northern Approach to Stralsund</b>	
29.7.1	Length overall 20.00 m and above	
29.7.2	Vessel Traffic Centre Warnemünde via VHF channel 67	Stralsund Traffic

29.7.3	Pre-entry Report Inbound – 30 minutes prior to passing Approach Buoy Gellen Outbound – Before leaving a port/lying site, with mooring lines still fast.	
29.7.4	Position Report when passing in- and outbound – Approach Buoy Gellen Gellen – after pilot embarkation and when proceeding with the voyage – Buoy 30 – Buoy 48 – Ziegelgrabenbrücke/Strelasundbrücke – Leaving the fairway and after mooring	
<b>29.8</b>	<b>Eastern approach to Greifswalder Bodden (Landtief to Palmer Ort channel buoys 3 and 4)</b>	
29.8.1	Length overall 20.00 m and above	
29.8.2	Vessel Traffic Centre Warnemünde via VHF channel 09	Wolgast Traffic
29.8.3	Pre-entry Report Inbound – 30 minutes prior to passing the Buoy Landtief B – passing Buoys 3 and 4 (Palmer Ort Rinne) Outbound – before leaving a port/lying site, with mooring lines still fast. – passing Buoys 3 and 4 (Palmer Ort Rinne)	
29.8.4	Position Report when passing in- and outbound – after pilot embarkation and when proceeding with the voyage – Buoy Landtief B – Buoy L 11 indicating port of destination and intended fairway – Leaving the fairway and after mooring	
<b>29.9</b>	<b>Eastern approach to Stralsund (Palmer Ort channel buoys 3 and 4 to Stralsund)</b>	
29.9.1	Length overall 20.00 m and above	
29.9.2	Vessel Traffic Centre Warnemünde via VHF channel 67	Stralsund Traffic
29.9.3	Pre-entry Report Inbound – passing Buoys 3 and 4 (Palmer Ort Rinne) Outbound – before leaving a port/lying site, with mooring lines still fast – passing Buoys 3 and 4 (Palmer Ort Rinne)	
29.9.4	Position Report when passing in- and outbound – Buoy 17 – Buoy 34 – Ziegengrabenbrücke/Strelasundbrücke – Leaving the fairway and after mooring	

<b>29.10</b>	<b>Peenestrom water including the Osttief</b>	
29.10.1	Length overall 20.00 m and above	
29.10.2	Vessel Traffic Centre Warnemünde via VHF channel 9	Wolgast Traffic
29.10.3	Pre-entry Report Inbound – minutes prior to passing the Approach Buoy Osttief or the Buoy Haff Outbound – before leaving a port/lying site, with mooring lines still fast.	
29.10.4	Position Report when passing in- and outbound – Approach Buoy Osttief – from or in direction Landtiefrinne at Buoy L11 – Buoy PN5/KR13 indicating port of destination and intended fairway – Road bridge Zecherin – Buoy Peenestrom Süd/H 1 – Buoy Haff – Leaving the fairway and after mooring	
<b>29.11</b>	<b>Approaches to the Ports of Sassnitz</b>	
29.11.1	Length overall 50.00 m and above	
29.11.2	Vessel Traffic Centre Warnemünde via VHF channel 13	Sassnitz Traffic
29.11.3	Pre-entry Report Inbound – when passing the Buoys Sassnitz or Mukran at the reporting point shown on the chart Outbound – before leaving a port/lying site, with mooring lines still fast.	

(2) Having transmitted the initial report via VHF radiotelephone, the master of a vessel as defined by paragraph (1) above shall keep a continuous listening watch on the VHF channels made known under the provisions of Section 60(1) below and, when technically feasible, also on VHF channel 16, so that the competent shipping police authority can at all times address the vessel in question.

(3) Where vessels are fitted with AIS and operate in an area made known under the provisions of Section 60(1) below, their masters shall submit the reports required by paragraph 1 nos. 1 and 2 via AIS. In addition, the vessel's name and position have to be reported via VHF radiotelephone.

### § 59 Exemption

On a case-by-case basis, shipping police authorities may grant exemptions from any one or more the provisions of the present Ordinance.

### § 60 Authorization to issue shipping police notices and ordinances

(1) By virtue of the present Ordinance, the authority is conveyed upon the Waterways and Shipping Directorate to issue Notices as provided for in the foregoing provisions to the extent necessary to prevent hazards to the safety and efficiency of navigation and to the maritime environment, or to prevent adverse environmental impacts of shipping within the meaning of the Federal Ambient Pollution Control Act. Any such Notices shall be promulgated in the "Bundesanzeiger" (Federal Gazette) .

(2) By virtue of the present Ordinance, the authority is conveyed upon the Waterways and Shipping Directorate to issue Ordinances governing the delimitation of both military and civilian training areas and restricted/prohibited zones as well as the conduct of vessels in relation thereto.

(3) By virtue of the present Ordinance, the authority is conveyed upon the Waterways and Shipping Directorate to issue Ordinances covering the issuance of orders of a temporary nature, for a period of maximally three years, as may become necessary for particular reasons to ensure the safety and efficiency of navigation on navigable waterways and to prevent hazards to the marine environment or adverse environmental impacts of shipping within the meaning of the Federal Ambient Pollution Control Act. Such Ordinances may be issued, in particular, with respect to work being undertaken in waterways, public events being held, or prevailing fairway conditions. The first sentence of the present paragraph shall also apply to Ordinances enabling shipping police to take measures pending an amendment to the present Ordinance or measures being tested.

## Part Nine

### Provisions on administrative fines and on matters of competence

#### § 61 Administrative offences

(1) An administrative offence shall be deemed to have been committed, in terms of Section 15(1)(Item 2) of the Maritime Navigation (Federal Competences) Act or in terms of Section 7(1) of the Inland Navigation (Federal Competences) Act, as appropriate, by any person doing, respectively failing to do, any of the following, whether with intent or by negligence or recklessness:

1. failing – contrary to the provisions of Section 3(1) Sentence 1 – to act in such a way as to avoid any other person to be exposed to any damage or detriment, to be put at risk, or to be impeded or molested any more than is inevitable in the circumstances prevailing;
  - 1a) navigating a vessel, performing other bridge, deck or machinery services, riding a jetbike, kite-surfing or wind-surfing – contrary to the provisions of Section 3(3) above – although he or she is impaired in his or her ability to safely navigate a vessel or safely perform such bridge, deck or machinery services as a result of physical or mental deficiencies or the intake of alcoholic beverages or other intoxicating substances;
  - 1b) navigating a vessel, performing other bridge, deck or machinery services, riding a jetbike, kite-surfing or wind-surfing – contrary to the provisions of Section 3(4) above – although he or she has a breath alcohol content of 0.25 mg/l or more or a blood alcohol content of 50 mg/100 ml or more or after an intake of alcohol that may lead to such a breath or blood alcohol content;
  - 1c) consuming alcoholic beverages during the journey or being under the influence of such beverages at the start of work – contrary to the provisions of Section 3(5) above;
2. contravening the provisions of Section 4(2) above on the provision by pilots of advice to the person in command of the vessel, or the provisions of Section 4(4) above on the designation of a person to be in command of a given vessel;
3. failing – contrary to the provisions of Section 5(2) above – to comply with orders given by means of signs or signals for navigational purposes, embodying requirements or prohibitions;
4. damaging – contrary to the provisions of Section 5(3) above – signs or signals for navigational purposes or affecting their capability of being discerned and identified;
5. contravening any one or more of the provisions of Section 6 above on the use of visual and sound signals, lanterns, lights, and searchlights, on the equipment of vessels with sound-signalling appliances, and on ensuring their efficiency and operational safety;
6. contravening any one or more of the provisions of Section 8 above on the carriage or the placing, the horizontal distribution of light, the range of visibility, or the properties (such as shape, colour, or size) of visual signs;
7. using – contrary to the provisions of Section 9(1) above – any navigation lights or sound-signalling appliances that have not been type-approved by the Federal Maritime and Hydrographic Agency; failing – contrary to the provisions of Section 9(1)(second sentence) above – to have properly repaired, respectively replaced, any navigation lights the effectiveness or operational reliability of which is affected in any way, or failing to do so in good time; using – contrary to the provisions of Section 9(2) (first sentence) above – any non-electric navigation lights; using – contrary to the provisions of Section 9(4) (first sentence) above – any navigation lights other than those described in the said provisions or other than those permitted to be used under the appropriate provisions of the International Regulations for Preventing Collisions at Sea, 1972, as amended; failing – contrary to the provisions of Section 9(4)(second sentence) above – to have properly repaired, respectively replaced, any navigation lights the effectiveness or the operational reliability of which is affected in any way, or failing to do so in good time;

8. contravening any one or more of the provisions of Section 10(1), (2), and (5) above on the exhibition of visual signs, or violating a ban on vessels to be underway in the circumstances set out in Section 10(3) above;
9. contravening any one or more of the provisions of Sections 21 through 26 above on the requirement to proceed on the starboard side of a fairway, on overtaking, on head-on situations, on the right of way, on the cruising speed, on the distance or on the capability of bow anchors to be cast immediately;
10. contravening any one or more of the provisions of Section 27 above on towing respectively pushing;
11. contravening any one or more of the provisions of Section 28 or Section 29 above on the passage of bridges, locks, or flood barriers;
12. navigating – contrary to the provisions of Section 30 – on a navigable waterway or other waters falling within the description under the provisions of the said Section;
13. contravening any one or more of the provisions of Section 31(1)(first or second sentence) or of Section 31(2) or (3) on water-skiing, towing of gear for water-sports, jetbiking, kite- or wind-surfing;
14. contravening any one or more of the provisions of Section 32 through 34 above on anchoring, berthing and mooring, or cargo-handling operations;
15. contravening any one or more of the provisions of Section 35 above on anchoring, on mooring, on keeping a safe distance, on being fitted with devices or arrangements to prevent sparking when passing, or being passed by, a vessel or vessels carrying certain dangerous goods, on lying alongside such vessels, or on shifting berths;
16. contravening any one or more of the provisions of Section 36 above on the handling of certain dangerous goods, respectively, on notifying any such handling;
17. contravening any one or more of the provisions of Section 37 above on the action to be taken in the event of a marine casualty or of the loss overboard of objects and on the transmission of information in the event of fire or any other incidents liable to jeopardize the safety and easy flow of traffic;
18. contravening any one or more of the provisions of Section 38 above on fishing, shooting, or hunting;
19. contravening any one or more of the provisions of Section 39 above on the operation of passenger vessels, respectively, of ferries crossing a river or canal;
- 19a. failing to ensure as the ship's master that copies of the Ordinances referred to are on board, in contravention of the provisions of Section 40 above, sentence 1
20. navigating on the Kiel Canal in a vessel not fulfilling the preconditions set out in Section 42(1) above;
21. contravening any one or more of the provisions of Section 42(2) on the maintenance of the speed prescribed for composite units being towed, respectively, on the manning of non-self-propelled vessels forming part of a composite unit being towed;
22. failing – contrary to the provisions of Section 42(3) (first sentence) above – to submit the identification mentioned therein at all or to submit it in good time, or failing – contrary to the provisions of Section 42(3)(third sentence) above – to submit the written declaration mentioned therein, or failing – contrary to the provisions of Section 42(3)(fourth sentence) above – to keep readily available on the navigating bridge, throughout the Canal passage, the special list or manifest, respectively the detailed stowage plan, required to be carried;
23. contravening any one or more of the provisions of Section 42(4) above on the control of the rudder, or of Section 42(5) above on the use of the services of Canal helmsmen;

24. navigating – contrary to an order issued under the authority of the provisions of Section 42(6) – on the Kiel Canal or failing to comply with any conditions as may have been imposed under the authority of the said provisions;
  25. lying – contrary to the provisions of Section 42(7) above – at any type of location other than those referred to therein for any reason other than on account of the prevailing traffic conditions;
  26. contravening any one or more of the provisions of Section 43 above on reporting in for, respectively out from, passage through the Kiel Canal, or on commencing respectively resuming such passage;
  27. using the approaches to the Kiel Canal in contravention of the provisions of the first sentence of Section 45 above;
  28. contravening any one or more of the provisions of Section 46 above on the right of way for vessels entering, respectively leaving, the Kiel Canal locks;
  29. contravening any one or more of the provisions of Section 47 above on the ban, as effective in the circumstances mentioned therein, on entering, respectively leaving, the Kiel Canal locks;
  30. failing to keep the appropriate minimum safe distance as required by the provisions of Section 48 above;
  31. contravening any one or more of the provisions of Section 49 above on the conduct of vessels in the sidings of the Kiel Canal;
  32. contravening any one or more of the provisions of Section 50 above on the Kiel Canal sailing rules applying to vessels exempt from compulsory pilotage and composite units, or those of Section 51 above applying to pleasure craft;
  33. contravening any one or more of the provisions of Section 53 above on navigating, respectively mooring, on the Gieselaukanal;
  34. failing to comply with a non-appealable shipping police order imposed under the authority of the provisions of Section 56(1) above;
  35. being involved in any one or more of the events listed in Section 57(1) above without having obtained the permit required under the provisions of the said paragraph;
  36. failing to comply with non-appealable order embodying a condition or restriction imposed under the authority of the provisions of Section 57(3) above;
  37. entgegen § 58 Abs. 1 oder 3 eine Meldung nicht, nicht richtig, nicht vollständig, nicht in der vorgeschriebenen Weise oder nicht rechtzeitig abgibt oder entgegen § 58 Abs. 2 nicht ständig über UKW-Sprechfunk ansprechbar ist.
- (2) The competence for the prosecution of administrative offences under the provisions of paragraph (1) above and for the initiation of proceedings against the perpetrators thereof is entrusted upon the Federal Waterways and Shipping Agency.
- (3) The competence for the prosecution of administrative offences related to ordinances issued under the authority of the provisions of Section 60(2) or (3) above and for the initiation of proceedings against the perpetrators thereof is entrusted upon the Federal Waterways and Shipping Agency.
- (4) The competence for the prosecution of administrative offences in terms of Section 15(1)(Item 1) of the Maritime Navigation (Federal Competences) Act, and for the initiation of proceedings against the perpetrators thereof is entrusted upon the Federal Waterways and Shipping Agency. This provision shall also apply to any administrative offences committed on board German vessels while outside German territorial waters.

## **§ 62 Entry into force; Cancellation and revocation of sundry rules and regulations**

## Annex I

### Signs and signals for navigational purposes

#### Preliminary remarks

Annex I contains the signs and signals for navigational purposes in terms of Section 5(1) of the Traffic Regulations for Navigable Waterways.

#### 1. Visual signs

A distinction is made among the following categories of visual signs, which may contain requirements, prohibitions, warnings, and/or advice:

- a) flags;
- b) tables (including additional signs, where appropriate);
- c) shapes;
- d) classical lights;
- e) traffic lights.

The competent shipping police authority may issue Notices by virtue of which visual signs over and above the warning signs and the advice signs depicted below under Items B.1 through B.17 are introduced and put up.

#### a) Flags

Use is made of single-colour flags (red, green) or of flags as depicted in the International Code of Signals.

#### b) Tables

- (1) Tables containing a requirement or prohibition apply either in the area where the table has been put up or along a stretch of water limited either by one of the signs depicted under (c) below or by Table A.15. As a rule, they apply over the entire width of the -waterway. The tables may be fixed to a dedicated device or arrangement or to a structure serving other purposes. In individual cases, the table proper may be substituted by a copy of its contents being painted upon some suitable base.

- (2) Tables come as requirement signs, prohibition signs, warning signs, or advice signs, depending upon the meaning they have; with few exceptions, they are designed as follows:

##### requirement signs:

rectangular white tables featuring a red rim and a black symbol or symbols in the white middle field illustrating the conduct required;

##### prohibition signs:

rectangular white tables featuring a red rim, a red stripe running from the upper left-hand corner to the lower right-hand corner, and a black symbol or symbols in the white middle field illustrating the conduct prohibited;

##### warning and advice signs:

rectangular tables of various colours, mostly blue; some of the tables featuring a symbol illustrating special circumstances prevailing on, or some special installation or arrangement belonging to, the waterway.



## c) Additional signs

for distances:

rectangular white tables, positioned above the basic sign to which they are added, giving an indication of the distance at which the basic sign is effective;



for lengths of stretches of waterway:

triangular white tables the arrowhead of which points in the direction of the stretch of waterway along which the basic sign is effective, in appropriate cases completed by an indication in the triangle of the length of such stretch;



for additional explanations or advice:

rectangular white tables, positioned beneath the basic sign to which they are added, giving the necessary supplementary information or advice.



## d) Shapes come in such forms as

buoys, perches and pricks, poles, spheres, cones, and cylinders.

## e) Classical lights

Use is made of the following types of classical lights:

fixed light



**F/F.**

occulting lights single-occulting light



**Oc/Ubr. or**

group-occulting light featuring groups of 2 eclipses each



**Oc (2)/Ubr. (2) oder**

group-occulting light featuring groups of 3 eclipses each



**Oc (3)/Ubr. (3)**

isophase (evenly alternating) light



**Iso/Glt.**

flashing lights single-flashing light



**FI/Blz. or**

group-flashing light featuring groups of 2 flashes each



**FI (2)/Blz. (2) or**

composite group-flashing light featuring groups of 2 +1 flashes each

**FI (2+1)/Blz. (2+1)** or

group-flashing light featuring groups of 5 flashes each

**FI (5)/Blz. (5)**

quick lights continuous quick light

**Q/Fkl. or**

group quick light featuring groups of 3 quick flashes each

**Q (3)/Fkl. (3)** or

group quick light featuring groups of 9 quick flashes each

**Q (9)/Fkl. (9)** or

composite quick light featuring groups of 6 quick flashes and 1 long flash each

**Q (6)+LFI/Fkl. (6)+Blk. or**

interrupted quick light

**IQ/Fkl. unt.**

very quick lights continuous very quick light

**VQ/SFkl. or**

group very quick light featuring groups of 3 very quick flashes each

**VQ (3)/Fkl. (3)** or

group very quick light featuring groups of 9 very quick flashes each

**VQ (9)/SFkl. (9)** or

composite very quick light featuring groups of 6 very quick flashes and 1 long flash each

**VQ (6)+LFI/SFkl. (6)+Blk. or**

interrupted very quick light

**IVQ/SFkl. unt.**



A “quick light” will emit 60 flashes per minute, while a “very quick light” will emit 100 to 120 flashes per minute. A “long flash” will be visible for 2 seconds or more.

A short form of the German/English light character is provided for each character.

f) Traffic lights

- 1) Light signals emitted by light-signalling installations for the purpose of traffic control will be exhibited by day and by night with the same signal characteristics. Where several entrances or passages are situated next to each other, the traffic lights will either be mounted on one common signalling installation and will then be exhibited on the side corresponding to the entrance or passage to which they relate, or else, they will be mounted on separate signalling installations. Their meaning depends on their number, their arrangement, and their colours and will basically be as described hereunder.

Order not to proceed::

one red light or two red lights, positioned beside or above each other, which may have different meanings for different categories of vessels, depending upon their number and arrangement









Order to proceed:

one green light or two green lights, positioned be-side each other, which may have different meanings

Order not to proceed or to proceed, as appropriate, with restrictions attached:

white lights, positioned above the red or green light/lights, which may have different restrictive meanings, depending upon their number.

- 2) Characteristics of signalling lights:

	by day	by night
fixed light in the colour specified		
continuous or interrupted quick light in the colour specified		
isophase light in the colour specified ("on" and "off" periods evenly long)		
interrupted light in the colour specified ("on" periods three times longer than "off" periods)		

## 2. Sound signals

### Use of sound signals

With the exception of the "Stop!" signal, sound signals will be emitted only in restricted visibility to -supplement the light signals emitted by light-signalling installations for the purpose of traffic control.

They come as

- requirement signals
- prohibition signals
- advice signals.

### Duration of sound signals

The duration of a "short blast" is about 1 second.

The duration of a "prolonged blast" is between 4 and 6 seconds, unless other-wise stated in the present Annex.

**Depiction of sound signals**

One prolonged blast



One short blast



Stroke of the bell



Rapid ringing of the bell



## Section I – Visual signs

### A. Requirement signs and prohibition signs

#### A.1 Prohibition to overtake

##### a) applying to all vessels:

A rectangular white table featuring a red rim, a red diagonal, and two black vertical arrows pointing upwards will be exhibited.



##### b) applying to composite units being towed:

A rectangular white table featuring a red rim, a red diagonal, and two black vertical double-arrows pointing upwards will be exhibited.



#### A.2 Prohibition to meet approaching vessel at narrow passage

Narrow passages where it is prohibited to meet an approaching vessel, while the right of way in terms of Section 25(5) must be yielded:

A rectangular white table featuring a red rim, a red diagonal, and two black vertical arrows the heads of which point into different directions will be exhibited.



#### A.3 Speed limit

Prohibition to exceed the speed indicated on the stretch of waterway ahead:

A square white table featuring a red rim and a black number specifying (in terms of kilometres per hour) the maximum permitted speed through the water (respectively, as far as the Kiel Canal is concerned, the maximum speed over the ground) will be exhibited. (In the example, the speed limit is 12 kilometres per hour.)



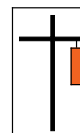
#### A.4 Speed limit (on account of hazards due to suction or wash)

Prohibition to proceed past the sign or on the stretch of waterway ahead at a speed such as to cause hazards due to suction or wash:

A square white table featuring a red rim, a red diagonal, and two horizontal black wavelines above each other or



a red cylinder or



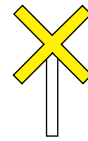
three continuous lights, positioned above each other – the uppermost one white, the middle one red, and the lowermost one white.



**A.5 Speed limit (when approaching a bathing site) b**

Prohibition, when approaching a location where bathing is seen to take place and proceeding outside the fairway, to do so at a distance of less than 500 metres from the waterline of the bank or embankment or at a speed through the water exceeding 8 kilometres per hour (equals 4.3 knots):

A pole bearing on top a yellow cross, reposing, will have been put up.

**A.6 Requirement to keep a minimum safe distance**

Requirement to keep a minimum safe distance from the place where this sign has been put up:

A rectangular white table featuring a red rim, one half of the table showing a white number on a black background with a triangular head pointing into the other half of the table in the direction of passage, the white number specifying (in terms of metres) the minimum safe distance to be kept will be exhibited. (In the example, the minimum safe distance is 40 metres from the right-hand side as seen in the direction in which the vessel proceeds.)

**A.7 Requirement to stop for clearance in front of a movable bridge, a flood barrier, or locks**

Requirement to stop for clearance off the table in front of a movable bridge, a flood barrier, or locks:

A square white table featuring a red rim and one horizontal black stroke will be exhibited.

**A.8 Anchoring ban**

Prohibition to cast anchor or to club anchors, hawsers, or chains over the ground at a distance of less than 300 metres on either side either of a line connecting the tables or of a line extending a line connecting the upstream pole and the downstream pole bearing the tables on the bank or embankment (Note: In cases where the distances and stretches of waterway as referred to under Item 1(c) of the Preliminary Remarks apply, those values shall apply instead of the 300 metres on either side as referred to in the foregoing):

On both banks or embankments, rectangular white tables featuring a red rim, a red diagonal, and a black anchor symbol pointing upside down will be exhibited, or

on one bank or embankment, a rectangular white table featuring a red rim, a red diagonal, and a black anchor symbol pointing upside down, topped by a white triangular table featuring a red rim, its tip pointing upwards – this being used as the downstream pole – plus, behind this pole, another pole with only a white triangular table featuring a red rim, its tip pointing downwards – this being used as the upstream pole – will have been put up.



**A.9 Mooring ban**

Prohibition to moor on the bank or embankment along the stretch of waterway behind the location where the table has been put up:

A square white table featuring a red rim, a red diagonal, and the black symbol of a bollard with a hawser slung around it will be exhibited.

**A.10 Lying ban**

Prohibition to be lying (either by anchoring or by mooring) along the stretch of waterway behind the sign on the one side of the waterway where the table has been put up:

A square white table featuring a red rim, a red diagonal, and the black capital letter “P” will be exhibited.

**A.11 Requirement to proceed in a given direction**

Requirement to proceed in the direction indicated by the arrow:

A rectangular white table featuring a red rim and one horizontal black arrow will be exhibited.

**A.12 Requirement to make a sound signal**

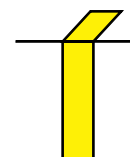
Requirement to make the sound signal depicted on the additional table:

A square white table featuring a red rim and a black disc will be exhibited.

**A.13 Requirement to stop in locks**

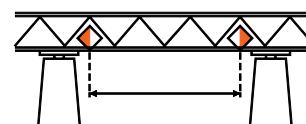
Requirement to stop close to the lock-wall, in front of the marking, to wait for the exit from the lock-chamber to be cleared:

A vertical yellow stripe will have been painted upon the lock-walls in front of the lock-gates and extending from the water surface up to the lock platform, being continued on the platform for another metre.

**A.14 Passage beneath bridge**

Prohibition to pass beneath a bridge outside the width limited by the vertical centre-line of the two signs (however, the prohibition does not apply to small vessels in terms of Section 10):

Twin square red-and-white tables reposing on a corner-tip will be exhibited.

**A.15 End of stretch of waterway where a requirement or prohibition is effective**

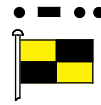
A rectangular blue table featuring a white diagonal running from the upper left-hand corner to the lower right-hand corner will be exhibited.



**A.16 Requirement to stop**

Order to stop given by a vessel in the Public Service:

Either a light signal embodying the letter “L”, or the flag signal “L”, both as depicted in the International Code of Signals, will be exhibited.

**A.17 Waters restricted or closed****a) Prohibition for power-driven vessels, jetbikes and surfcraft to proceed**

Prohibition for power-driven vessels, jetbikes and surfcraft to navigate on waters that are prohibited for navigation on account of bathing taking place:

Colour:

Buoys will be white and will bear a yellow cross, the arms of which – seen from above – are arranged at right angles to each other;

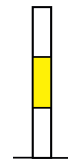
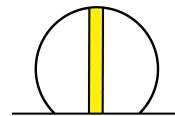
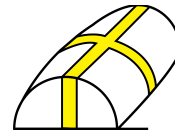
poles will be white and will bear a broad yellow band.

Shape::

Barrel-type buoy, spherical buoy, or pole

Top marks:

Narrow lanes open to power-driven vessels, jetbikes and surfcraft may be marked by additional white flags; when attached, they will be positioned as top marks.





**b) Restricted areas/Closed waters**

Prohibition to navigate on the waters closed, with the exception of certain privileged vessels:

Colour:

Barrel-type buoys and lightbuoys will be yellow and will bear a red cross, the arms of which – seen from above – are arranged at right angles to each other;

spar buoys and poles will be yellow and will bear a red band.

Shape:

Barrel-type buoy, lightbuoy, spar buoy, or pole

Inscription:

The word “Sperrgebiet” (German for “prohibited area”) or an abbreviated form, “Sperr-G.”, may be applied in black letters, but on barrel-type buoys and lightbuoys only.

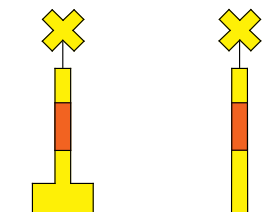
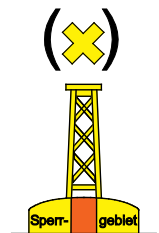
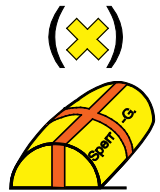
Top marks (if attached):

A yellow cross, reposing, may be attached. Spar buoys and lightbuoys will always bear a top mark.

Light (if fitted):

Colour: Yellow

Characteristics: **Fl/Blz., Oc(2)/Ubr.(2) or  
Oc (3)/Ubr. (3).**

**A.18 Waterway completely or partly closed**

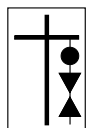
Requirement to stop in front of the sign on account of the waterway being completely or partly closed:

**a) Permanent closure**

Three shapes, positioned above each other – the uppermost one being a black sphere, the middle one a black cone with its apex pointing downwards, and the lowermost one a black cone with its apex pointing upwards

or

three continuous lights, positioned above each other – the uppermost one red, the middle one green, and the lowermost one white .

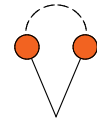


In the event of part of a waterway being permanently closed, a rectangular red table featuring one horizontal white stripe along the centre-line will be exhibited.

**b) Temporary closure**

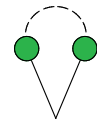
Begin of closure:

A red light, or  
a red flag will be waved.



End of closure:

A green light, or  
a green flag will be waved.


**A.19 Passage of movable bridge or flood barrier, entry into/exit from locks, and entry into/exit from the approaches to locks**

(Note: As far as the Kiel Canal is concerned, reference should be made to Item A.21 below.)

**a) Prohibition to enter or pass**

(Bridge/flood barrier/locks closed)

Unconditional prohibition to enter or pass:



Two continuous red lights, positioned beside each other, will be exhibited.

Clearance is being prepared:



One continuous red light will be exhibited.

(Note: In the case of the "Herrenbrücke" Bridge across the River Trave, this sign means that the bridge may be passed under by any vessel for which it is certain that there is sufficient headroom to do so.)

Installation (bridge/flood barrier/locks) may be entered or passed, as appropriate, by vessels for which it is certain that there is sufficient clearance to do so and which observe the right of way under Section 25(5) of traffic flowing in the opposite direction:



One additional continuous white light, positioned above the left-hand red light, will be exhibited.



The lifting mechanism of a lifting bridge is engaged at the first "locked" position and the bridge may be passed under by vessels for which it is certain that there is sufficient headroom to do so:



Two additional white lights, positioned above the two red lights, will be exhibited.



**b) Clearance for passage/entry**

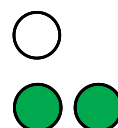
(Bridge/flood barrier/locks open. In the case of a lifting bridge, passage is only permitted by vessels for which it is certain that there is sufficient headroom when the lifting mechanism is engaged in the uppermost “locked” position.)

No traffic proceeding in the opposite direction is permitted:



Two continuous green lights, positioned beside each other, will be exhibited.

Traffic proceeding in the opposite direction is permitted, while the right of way under Section 25(5) of traffic flowing in the opposite direction must be observed:



On additional continuous white light, positioned above the left-hand green light will be exhibited.

**c) Exit from locks**

Exit is prohibited:



One continuous red light will be exhibited.

Exit is permitted:



One continuous green light will be exhibited.

**d) Installation is closed to navigation:**

Two fixed red lights in a vertical line.

**A.20 Entry into the approaches to the Kiel Canal**

(The regulations set out hereunder do not apply to vessels operated by a shipping police authority, to pilot launches, and to tugs operating with official approval in terms of Item 4 of the second sentence of Section 45:

**a) Prohibition to enter**

Unconditional prohibition to enter:



One interrupted red light will be exhibited.

Clearance is being prepared:



One interrupted white light, positioned above one interrupted red light, will be exhibited.

**b) Clearance for entry**

Vessels with pilot embarked:



One interrupted green light will be exhibited.

Vessels exempted from compulsory pilotage:

One interrupted white light, positioned above one interrupted green light, will be exhibited.



Pleasure craft:

One interrupted white light will be exhibited.



#### **A.21 Entry into the by-ports and the locks of the Kiel Canal at Brunsbüttel and Kiel-Holtenau**

As far as navigation in the by-ports is concerned, the regulations set out hereunder do not apply to vessels operated by a shipping police authority, to pilot launches, and to tugs operating with official approval in terms of Item 4 of the second sentence of Section 45. The lights described hereunder will be exhibited on the one side of the signal mast that is adjacent to the lock-chamber the entry into which the respective lights control.

##### **a) Prohibition to enter**

Unconditional prohibition to enter:

One interrupted red light will be exhibited.



Clearance is being prepared:

One interrupted white light, positioned above one interrupted red light, will be exhibited.



##### **b) Clearance for entry for vessels with pilot embarked**

Vessel must make fast to the centre wall:

One interrupted green light will be exhibited.



Vessel must make fast to a side wall:

One interrupted white light, positioned beside one interrupted green light, will be exhibited.

(The white light will be exhibited on the side where the wall lies.)



##### **c) Clearance for entry for vessels exempted from compulsory pilotage**

Vessel must make fast to the centre wall:

One interrupted white light, positioned above one interrupted green light, will be exhibited.



Vessel must make fast to a side wall:

Two interrupted white lights – one positioned beside, and one positioned above, one interrupted green light – will be exhibited.



(The white light beside the green light will be exhibited on the side where the wall lies.)

**d) Pleasure craft:**

One interrupted white light will be exhibited.

**A.22 Passage through a siding (along the Kiel Canal)****a) Entry into the siding**

(Lights will be exhibited on the siding entrance signal mast.)

Entry is prohibited:

One quick-flashing red light will be exhibited.



Entry may be expected to be permitted:

One interrupted green light will be exhibited.



Entry must be expected to be denied to one or more vessel categories:

One interrupted white light will be exhibited.

**b) Exit from the siding**

(Lights will be exhibited on the siding exit signal mast; lights to address vessels of categories 1 and 2, provided that they will proceed at a speed of less than 15 kilometres per hour (corresponding to about 8.5 knots) as well as lights permitting exit to one or more vessel categories will be exhibited either on their own or in addition to the other lights; in the latter case, they will be positioned beside such other lights.)

Exit is prohibited, the limit of the siding must not be crossed:

for vessels of categories 1 and 2 provided that they will proceed at a speed of less than 15 kilometres per hour:



Two white isometric lights, positioned above each other, will be exhibited.



for vessels of categories 2 and above:



Three interrupted lights, positioned above each other – the uppermost and lowermost ones red, the middle one white – will be exhibited.



for vessels of categories 3 and above:



One interrupted red light will be exhibited.

for vessels of categories 4 and above:



Two interrupted red lights, positioned above each other, will be exhibited.



for vessels of categories 5 and above:

Three interrupted lights, positioned above each other – the uppermost two red, the lowermost one white – will be exhibited.



for vessels of category 6:

Three interrupted lights, positioned above each other – the uppermost red, the two lowermost ones white – will be exhibited.



for composite units being towed::

One interrupted red light, positioned above one interrupted white light, will be exhibited.



for all vessels:

Three interrupted red lights, positioned above each other, will be exhibited.



Exit will shortly be permitted for one or more vessel categories:

One white isometric light will be exhibited.



Exit is permitted for all vessels:

One interrupted green light will be exhibited.



### A.23 Traffic at the Brunsbüttel Oil Terminal

#### a) Exit into the Kiel Canal from the turning basin off the Oil Terminal

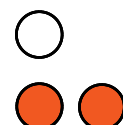
Exit is prohibited:

for all vessels:



Two continuous red lights, positioned beside each other, will be exhibited.

Exit is permitted for vessels other than tug-assisted ones, provided that the right of way of traffic on the Kiel Canal will be observed:



Two continuous red lights, positioned beside each other, and one continuous white light, positioned above the left-hand red light, will be exhibited.

Exit is permitted:



Two continuous green lights, positioned beside each other, will be exhibited.

**b) Traffic on the Kiel Canal near the turning basin**

Proceeding is prohibited:



Two continuous red lights, positioned beside each other, will be exhibited.

Proceeding is permitted without restrictions:



Two continuous green lights, positioned beside each other, will be exhibited.

Proceeding is permitted, while traffic approaching from the turning basin must be expected:



Two continuous green lights, positioned beside each other, and one continuous white light, positioned above the left-hand green light, will be exhibited.



**A.24 Entry into, and exit from, the Gieselaukanal and the Dead Trave Arm (ie, the old course of the River Trave at the “Teerhofinsel” Islet)**

**a) Entry and exit are prohibited:**

One fixed red light will be exhibited.



**b) Entry and exit are permitted:**

No particular visual sign will be exhibited.

**A.25 Entry into the Husumer Au**

Entry is prohibited:



One fixed red light will be exhibited.

**A.26 Entry into the approaches of the Eider Flood Barrier**

Entry is prohibited:



One quick-flashing red light will be exhibited.

## B. Warnings and advice

### B.1 Ferry crossing

#### a) Crossing of a ferry not maintaining connecting lines with one or both banks respectively embankments

A rectangular blue table featuring the white symbol of a ferry will be exhibited.



#### b) Crossing of a ferry maintaining connecting lines with one or both banks respectively embankments

A rectangular blue table featuring the white symbol of a ferry with a horizontal white band underneath will be exhibited.

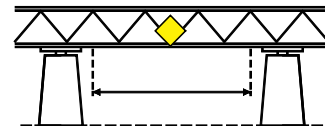


### B.2 Passage of fixed bridges

Recommended passages of fixed bridges:

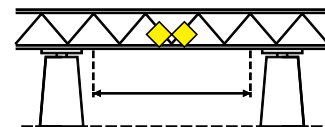
#### a) Passage permitted in both directions:

One square yellow table, reposing on a corner-tip, will be exhibited.



#### b) Passage permitted in one direction (while closed to traffic flowing in the opposite direction):

Two square yellow tables, reposing on a corner-tip, will be exhibited.



### B.3 Telephone

A square blue table featuring the white symbol of a telephone handset will be exhibited.



### B.4 Limit of a siding (along the Kiel Canal) (Section 2(1) Item 18(c) of these Traffic Regulations is relevant.)

A square white table featuring a black rim will be exhibited.

(Note: The Western part of the siding at Audorf-Rade is limited, to the North, by the buoy 2/Obereider 1.)



### B.5 Water-skiing (Section 31(1)(first sentence) of these Traffic Regulations is relevant.)

Waters within a fairway where water-skiing is permitted:

A rectangular blue table featuring the white symbol of a water-skier will be exhibited.





**B.6 Extraordinary obstacle to navigation**

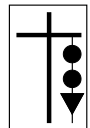
By night:

three continuous lights will be exhibited – the uppermost two red, the lowermost one green.



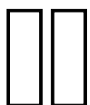
By day:

two black spheres, positioned above one black cone – its apex pointing downwards – will be exhibited.

**B.7 Transverse current**

Dangerous transverse currents must be expected to occur:

Two continuous white light panels, positioned beside each other, will be exhibited.

**B.8 Jetbikes (Section 31(5)(first sentence) of these Traffic Regulations is relevant.)**

Waters within a fairway where jetbiking is permitted:

A rectangular blue table featuring the white symbol of a person riding a jetbike will be exhibited.

**B.9 Wind-surfing boards (Section 31(1)(first sentence) of these Traffic Regulations is relevant.)**

Water within a fairway where wind-surfing is permitted:

A rectangular blue table featuring the white symbol of a wind-surfer will be exhibited.

**B.10 Access to a fairway/to the centre-line of a shipping route**

Signs marking the access to fairways for inward-bound ships/the centre-line of shipping routes (where these are not identifiable by reference to a lightship, a large automated navigational buoy, a beacon or racon, a jetty, or the like):

Colour: Red and white vertical stripes

Shape: Spherical buoy, lightbuoy, spar buoy, or pole (in this case, possibly without any colour)

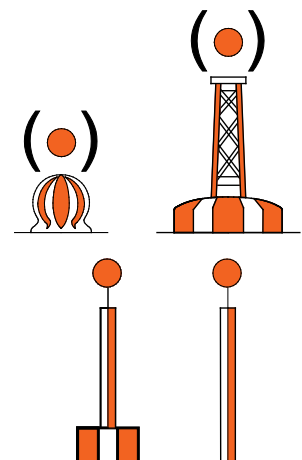
Inscription: Serial numbering will be applied, with or without the name of the fairway, which may be shortened.

Top marks (if attached): A red sphere may be attached. Spar buoys and lightbuoys will always bear a top mark.

Light (if fitted):

Colour: white

Characteristics: **Iso/Glt.** or **Oc/Ubr.**



**B.11 Fairway limits (lateral marks)****a) Starboard side of the fairway:**

Colour: green

Shape: Pointed buoy, lightbuoy, or pole (in this case, possibly without any colour)

Inscription (if applied): Serial numbering (odd numbers only, the series starting at the seaward end of the fairway marking or as specifically determined) may be applied, with or without a small letter immediately following, and with or without the name of the fairway, which may be shortened.

Top marks (if attached): A green cone – its apex pointing upwards – or a broom – its tip pointing downwards – may be attached. Poles will always bear a top mark.

Light (if fitted):

Colour: green

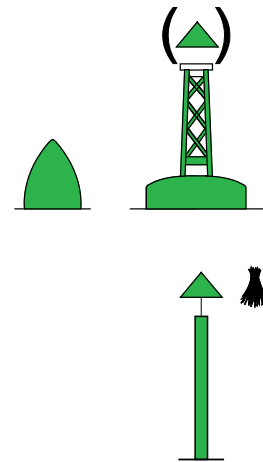
Characteristics: **Fl/Blz.**, **Fl (2)/Blz. (2)**,

**Oc (2)/Ubr. (2)**,

**Oc (3)/Ubr. (3)**,

**Q/Fkl.**, **IQ/Fkl. unt.** or

**Iso/Glt.**

**b) Port side of the fairway:**

Colour: red

Shape: Flat-top buoy, lightbuoy, spar buoy, pole (in this case, possibly without any colour), or prick (in this case, always without any colour)

Inscription (if applied): Serial numbering (even numbers only, the series starting at the seaward end of the fairway marking or as specifically determined) may be applied, with or without a small letter immediately following, and with or without the name of the fairway, which may be shortened.

Top marks (if attached): A red cylinder or a broom – its tip pointing upwards – may be attached. Poles will always bear a top mark.

Light (if fitted):

Colour: red

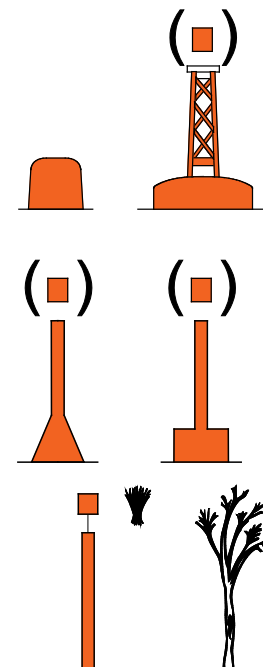
Characteristics: **Fl/Blz.**, **Fl (2)/Blz. (2)**,

**Oc (2)/Ubr. (2)**,

**Oc (3)/Ubr. (3)**,

**Q/Fkl.**, **IQ/Fkl. unt.** or

**Iso/Glt.**

**B.12 (This Item has been suspended.)**

### B.13 Fairway branching off from, or joining, another fairway

#### a) Starboard side of the through fairway/Port side of the fairway branching off or joining:

Colour: Green, with a horizontal red band

Shape: Pointed buoy, lightbuoy, or pole

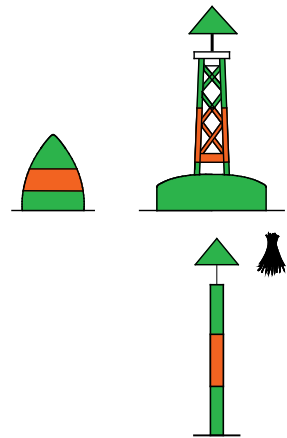
Inscription (if applied): Beneath the serial (odd) numbering of the lateral fairway marking, and separated therefrom by a horizontal stroke, the name, which may be shortened, and the first serial number of the fairway branching off, respectively, the last serial number of the fairway joining, may be applied.

Top marks (if attached): A green cone – its apex pointing upwards – or a broom – its tip pointing downwards – may be attached.

Light (if fitted):

Colour: green

Characteristics: **Fl (2+1)/Blz. (2+1).**



#### b) Port side of the through fairway/Starboard side of the fairway branching off or joining:

Colour: Red, with a horizontal green band

Shape: Flat-top buoy, lightbuoy, spar buoy, or pole

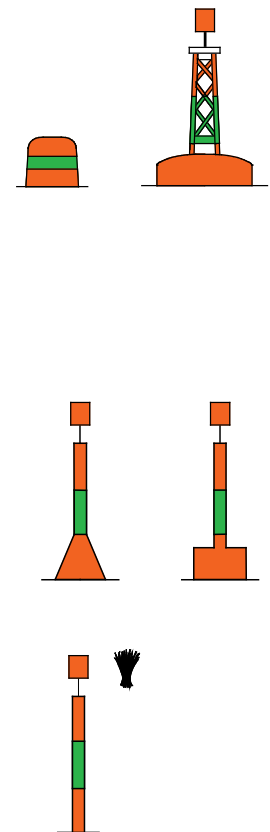
Inscription (if applied): Beneath the serial (even) numbering of the lateral fairway marking, and separated therefrom by a horizontal stroke, the name, which may be shortened, and the first serial number of the fairway branching off, respectively, the last serial number of the fairway joining, may be applied.

Top marks: A red cylinder or a broom – its tip pointing upwards – will be attached.

Light (if fitted):

Colour: red

Characteristics: **Fl (2+1)/Blz. (2+1).**



Positions on the starboard side of the through fairway/starboard side of the fairway branching off or joining, respectively, on the port side of the through fairway/port side of the fairway branching off or joining may be marked by lateral marks as described and depicted under Item B.11 above. When this is done, inscriptions as described in the foregoing will be applied and top marks will be attached.

Fairways branching off or joining may alternatively be marked by cardinal marks as described and depicted under Item B.15 below, with the inscriptions as described in the foregoing applied.

**B.14 Roadstead (Section 2(1)(Item 3) of these Traffic Regulations is relevant.)****a) Roadstead in general:**

Colour: Yellow

Shape: Barrel-type buoy or light-buoy

Inscription: The (full or shortened) name of the roadstead, which may be followed by a number, will be applied in black letters.

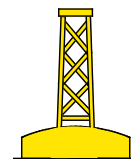
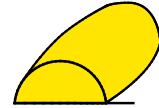
Top marks (if attached): A yellow cross, reposing, may be attached.

Light (if fitted):

Colour: yellow

Characteristics: **Fl/Blz., Oc (2)/Ubr. (2)** or  
**Oc (3)/Ubr. (3).**

Where a roadstead borders to the star-board or the port side of a fair-way, the relevant side of the roadstead will be marked by the respective lateral fairway mark (Item B.11 above) which will bear – in addition to the fairway mark and separated from it by a horizontal stroke above – the full or shortened name of the roadstead and possibly a number.

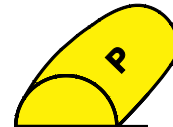
**b) Roadstead for vessels carrying certain dangerous goods:**

Colour: Yellow

Shape: Barrel-type buoy

Inscription: A black capital letter “P” will be applied, with or without a number immediately following.

Top marks (if attached): A yellow cross, reposing, may be attached.

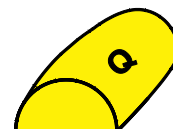
**c) Roadstead for vessels put under quarantine:**

Colour: Yellow

Shape: Barrel-type buoy

Inscription: A black capital letter “Q” will be applied, with or without a number immediately following.

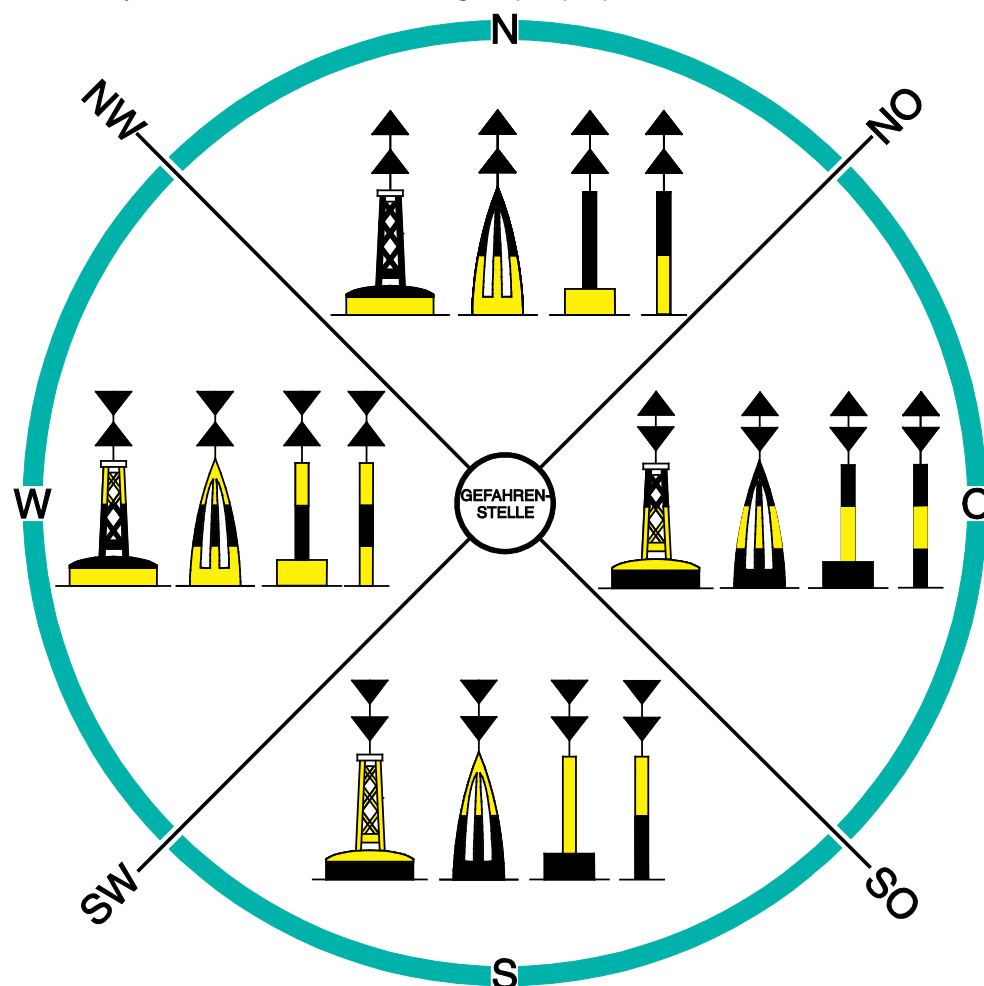
Top marks (if attached): A yellow cross, reposing, may be attached.



### B.15 Danger spots

“General danger spots” include shallow waters, wreck sites, natural or man-made underwater structures, and all other sorts of obstacles to navigation.

As a rule, such general danger spot will be marked by one or more cardinal marks; these indicate the situation of the quadrant they mark in relation to the danger spot proper.



#### a) North cardinal mark:

Colour: Black above yellow

Shape: Lightbuoy, beacon-type buoy, spar buoy, or pole

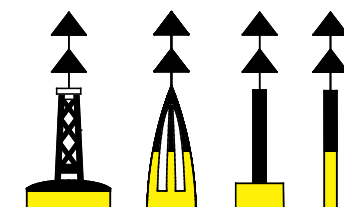
Inscription (if applied): The full or shortened name of the danger spot to which it refers, with or without a compass direction added, may be applied.

Top marks: Two black cones, positioned above each other, their apices pointing upwards, will be exhibited.

Light (if fitted):

Colour: white

Characteristics: **VQ/SFkl.** or **Q/Fkl.**



**b) East cardinal mark:**

Colour: Black, with a broad horizontal yellow band

Shape: Lightbuoy, beacon-type buoy, spar buoy, or pole

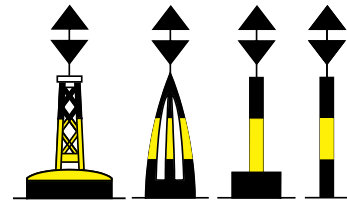
Inscription (if applied): The full or shortened name of the danger spot to which it refers, with or without a compass direction added, may be applied.

Top marks: Two black cones, positioned above each other, their apices pointing away from each other, will be exhibited.

Light (if fitted):

Colour: white

Characteristics: **VQ (3)/SFkl. (3)** or  
**Q (3)/Fkl. (3)**

**c) South cardinal mark:**

Colour: Yellow above black

Shape: Lightbuoy, beacon-type buoy, spar buoy, or pole

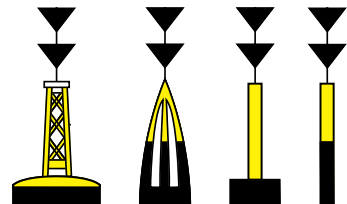
Inscription (if applied): The full or shortened name of the danger spot to which it refers, with or without a compass direction added, may be applied.

Top marks: Two black cones, positioned above each other, their apices pointing downwards, will be exhibited.

Light (if fitted):

Colour: white

Characteristics: **VQ (6) + LFI/SFkl. (6) + Blk.**  
or **Q (6) + LFI/Fkl. (6) + Blk.**

**d) West cardinal mark:**

Colour: Yellow, with a broad horizontal black band

Shape: Lightbuoy, beacon-type buoy, spar buoy, or pole

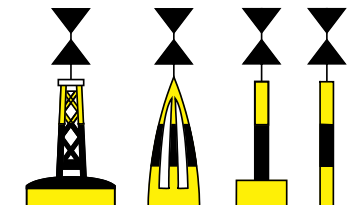
Inscription (if applied): The full or shortened name of the danger spot to which it refers, with or without a compass direction added, may be applied.

Top marks: Two black cones, positioned above each other, their apices pointing towards each other, will be exhibited.

Light (if fitted):

Colour: white

Characteristics: **VQ (9)/SFkl. (9)** or  
**Q (9)/Fkl. (9)**



**e) Isolated danger spot**

The spot could be passed on each side

Colour: Black, with a broad horizontal red band

Shape: Lightbuoy, beacon-type buoy, spar buoy, or pole

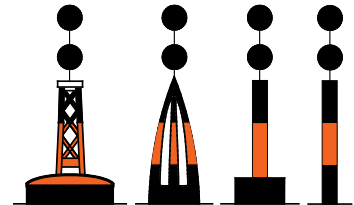
Inscription (if applied): The name of the danger spot may be applied.

Top marks: Two black cones, positioned above each other, will be exhibited.

Light (if fitted):

Colour: white

Characteristics: **Fl (2)/Blz. (2)**

**f) Recent danger spot:**

Recent danger spots will be marked either like general danger spots or like isolated danger spots; however, to take account of the particular circumstances prevailing at recent danger spots, at least one of the visual signs will be doubled-up and may be fitted with a racon featuring the letter "D" as response signal.

**B.16 Specific area or location**

The concrete meaning of the visual sign may be gathered from charts or other nautical publications, or it may be deducted from its inscription.

Colour: Yellow

Shape: The sign may take any shape, but will preferably be a barrel-type buoy, a lightbuoy, a spar buoy, or a pole.

Inscription (if applied): The concrete meaning of the visual sign may be spelt out by an inscription in black letters.

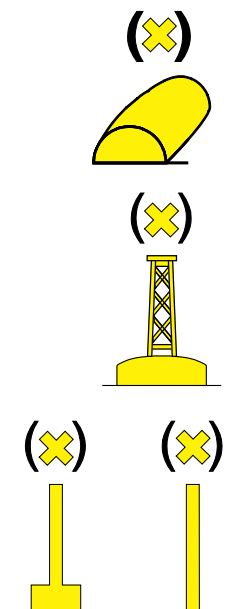
Top marks: A yellow cross, reposing, may be attached.

Light (if fitted):

Colour: yellow

Characteristics: **Fl/Blz., Oc (2)/Ubr. (2)** or **Oc (3)/Ubr. (3),**

in the case described under (g) below, only **Fl (5)/Blz. (5)**



A number of examples are given here-under:

**a) Warning of a “danger area”:**

This type of sign will designate the limits of an area where a warning is given not to enter let alone navigate therein, for example, because of a military exercise, marine scientific research and/or survey work, or hydrographic or similar activities taking place there.

Inscription: The inscription “Warn-Gebiet” or “Warn-G.” (German equivalent for “Warning! Danger area!”) will be applied.

In cases where specific visual signs as may be introduced by virtue of specific statutory regulations, may temporarily turn a “danger area” into a “restricted area”, barrel-type buoys, light-buoys, spar buoys, and poles will bear a yellow cross, reposing, as top mark.

Inscription: yellow cross.

**b) Warning of a “danger spot”:**

This type of sign will designate a spot where a warning is given not to come close let alone cross it (for example, because it is being used for military, marine scientific research and/or survey purposes, for hydrographic or oceanographic and similar activities, or because equipment related to any one or more of these purposes or activities is located there).

Inscription: The inscription “Warnstelle” or “Warn-St.” (German equivalent for “Warning! Danger spot!”) will be applied.

**c) Fishing grounds:**

This type of sign will designate the limits of fishing grounds, protected hatching grounds, shell-fish nurseries, and/or the approaches thereto.

Inscription: The inscription “Fischerei” or “Fisch” (German equivalent for “fish-(ery)”) will be applied.

Top marks: A yellow shape in the form of a fish will be exhibited.

**d) Dumping ground for dredged spoils:**

This type of sign will designate the limits of an area where dredged spoils will be dumped.

Inscription: The inscription “Schüttstelle” or “Schütt-St.” (German for “dumping ground”) will be applied.

**e) Cables and pipelines:**

This type of sign will designate the course of cables and pipelines.

Inscription: The inscription “Kabel”, “K”, “Pipeline”, or “Pipe” (German for “cable(s)”, respectively, “pipeline”) will be applied.

**f) Measured mile:**

This type of sign will designate a measured mile.

Inscription: The inscription “Meile” (German for “mile”) will be applied.

**g) Oceanographic data acquisition station (ODAS):**

This type of sign will designate a floating device or installation used for the acquisition of oceanographic data.

Inscription: The inscription “ODAS” (the acronym for “Oceanographic Data Acquisition Station”) will be applied.

Characteristics:: **FI (5)/Blz. (5)**



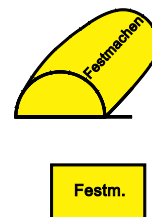
**B.17 Mooring buoy**

This will be a buoy to which a vessel may be moored

Colour: Yellow

Shape: Barrel-type buoy, Cylinder buoy, or a buoy in any other form.

Inscription: The word “Festmachen” (German equivalent for “mooring”) or an abbreviate form, “Festm.” will be applied in black letters.



**C. Section II – Sound signals****C.1 Stop!**

This is an order given by a vessel in the Public Service:



One short blast, followed by one prolonged blast, followed by two short blasts, will be sounded.

**C.2 Prohibition to pass/enter**

(Bridge, flood barrier, or locks can temporarily not be opened.)

Four short blasts will be sounded.

**C.3 Permission to pass/enter**

(Bridge/flood barrier/locks open. In the case of a lifting bridge, passage is only permitted by vessels for which it is certain that there is sufficient headroom when the lifting mechanism is engaged in the uppermost “locked” position.)

**a) To address outbound vessels:**

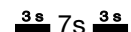
two prolonged blasts, followed by one short blast, followed by one prolonged blast, will be sounded;

**b) To address inbound vessels:**

two prolonged blasts, followed by two short blasts, followed by one prolonged blast, will be sounded.

**C.4 Waterway closed**

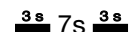
Two groups of three prolonged blasts each will be sounded.

**C.5 Entry from sea into the approaches to, or the locks of, the Kiel Canal****a) Brunsbüttel (“Neue Schleuse” Locks)**

A tone of three seconds' duration, which is repeated after a pause of seven seconds, will be sounded.

**b) Kiel-Holtenau (“Neue Schleuse” Locks)**

Sound signal directing a vessel to enter the starboard lock-chamber:



A tone of three seconds' duration, which is repeated after a pause of seven seconds, will be sounded.

Sound signal directing a vessel to enter the port side lock-chamber:



Groups of two tones each of two seconds' duration, with a one-second interruption between the two tones, which are repeated after a pause of five seconds, will be sounded.

**C.6 Entry into the locks of the Kiel Canal from within the Canal****a) Brunsbüttel (“Neue Schleuse” Locks)**

Sound signal directing a vessel to enter the starboard lock-chamber:



A continuous sequence of single strokes of the bell will be sounded.

Sound signal directing a vessel to enter the port side lock-chamber:



Double strokes of the bell, with intervals of four seconds in between, will be sounded.

**b) Kiel-Holtenau (“Neue Schleuse” Locks)**

Sound signal directing a vessel to enter the starboard lock-chamber:



A sequence of single strokes of the bell, with intervals of three seconds in between, will be sounded.

Sound signal directing a vessel to enter the port side lock-chamber:



Double strokes of the bell, with intervals of three seconds in between, will be sounded.

## Annex II

### Visual signs and sound signals of vessels

#### Explanatory notes relating to Annex II

##### 1 General

Section 6(1) of the Traffic Regulations for Navigable Waterways provides that vessels may, in addition to the visual signs and sound signals prescribed under the provisions of the International Regulations for Preventing Collisions at Sea, 1972, as amended, only exhibit the visual signs and make the sound signals as provided for in the present Annex.

##### 2 General note relating to lights

The lights prescribed under the provisions of the International Regulations for Preventing Collisions at Sea, 1972, are depicted hereunder in addition to the lights prescribed under the provisions of the present Annex.

##### 2.1 Note relating to the characteristics of lights

Where a quick light is prescribed, the repetition rate of “quick flashes” shall not be less than 120 light phenomena per minute.

##### 2.2 Depiction of lights

all-round light in the colour specified,



fixed light in the colour specified, visible over a limited arc of the horizon,



fixed light in the colour specified, visible over a limited arc of the horizon, into a direction away from the observer's stand-point,



quick light in the colour specified, visible over the entire horizon,



isophase light in the colour specified, visible over the entire horizon,



light in the colour specified, being moved in a vertical line, and visible over the entire horizon,



shell throwing stars in the colour specified.



### 3 Note relating to sound signals

#### Depiction of sound signals

One prolonged blast



One short blast



Stroke of the bell



Rapid ringing of the bell



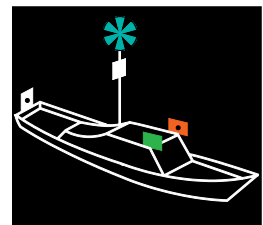
### II.1 Visual signs of vessels

#### 1 Sign to identify a vessel in the Public Service engaged on a shipping police mission (Section 7 of these Traffic Regulations is relevant.)

A vessel in the Public Service, when engaged on a shipping police mission and, thereby, endangering the safety and easy flow of traffic:

shall exhibit a continuous blue quick light.

The same applies to vessels of the German Society for the Rescue of Shipwrecked Sailors when carrying out a rescue operation.



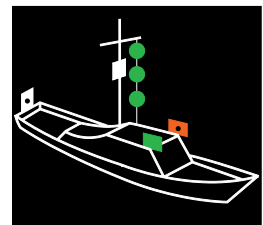
#### 2 Sign to identify a vessel of the Federal Customs Administration

by night:

shall exhibit three all-round green lights, positioned above each other in a vertical line;

by day:

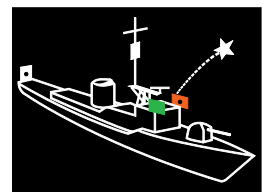
shall fly a square green flag at any suitable location.



#### 3 Sign to identify a vessel of the Federal Armed Forces or of the Federal Border Guard, or a power-driven vessel towing firing-range targets

A vessel of the Federal Armed Forces or of the Federal Border Guard or a power-driven vessel towing firing-range targets, which another vessel is approaching by night in a hazardous manner and from which an adequate distance must be kept;

shall fire shells throwing white stars.

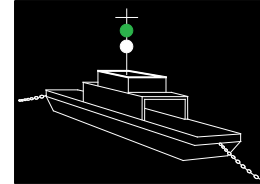


#### 4 [This Item has been suspended.]

**5 Sign to identify a ferry crossing a river or canal (Section 2(1)(Item 12) of these Traffic Regulations is relevant.)**

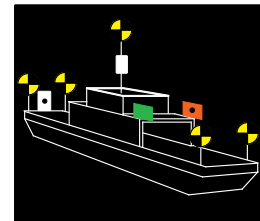
**5.1 Ferry underway and maintaining connecting lines with one or both banks respectively embankments**

shall exhibit one all-round green light, positioned above one all-round white light.



**5.2 Ferry underway on the Kiel Canal, the River Trave, or the River Warnow and not maintaining connecting lines with one or both banks respectively embankments**

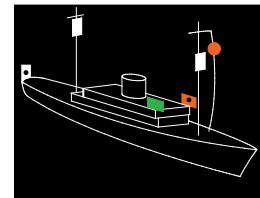
shall exhibit one yellow isophase light on the masthead plus one yellow isophase light on either side both afore and astern, each corner light being visible only when looking at it away from the vessel.



**6 Sign to identify a vessel or composite unit carrying certain dangerous goods in terms of Section 2(1)(Item 16) of these Traffic Regulations or an empty vessel in terms of Section 30(1)(Item 3) thereof (on the Kiel Canal also vessels within the description of particular dangerous vessels and composite units)**

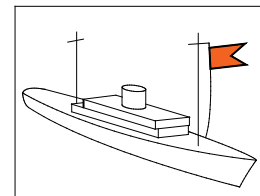
by night:

shall exhibit one all-round red light;



by day:

shall fly the flag "B" as depicted in the International Code of Signals. A vessel falling within the description above, when navigating on the Kiel Canal, shall exhibit the said visual signs on her port-side yard-arm or at some other suitable location on her port side so as to be easily perceivable from afore.



The said visual signs shall also be exhibited when the vessel in question lies at anchor or has moored.

Warships are exempted from the obligation to observe this regulation.

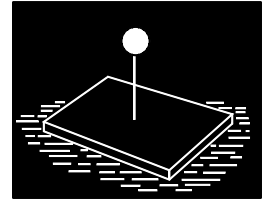
**7 [This Item has been suspended.]**

**8 [This Item has been suspended.]**

**9 Sign to identify floating apparel used by a vessel engaged in dredging or underwater operations**

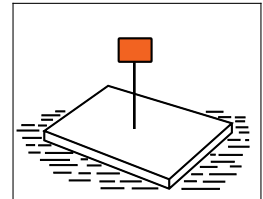
by night:

one all-round white light;



by day:

a square red table.

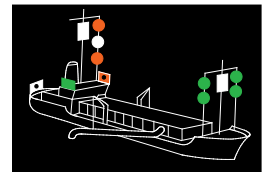


**10 Sign to identify a vessel restricted in her ability to manoeuvre and engaged in dredging or underwater operations in a fairway**

A vessel restricted in her ability to manoeuvre and engaged in dredging or underwater operations in a fairway, when no obstruction is being caused on any side of the vessel, shall exhibit the following visual signs in addition to the visual signs prescribed under the provisions of Rule 27(b) of the International Regulations for Preventing Collisions at Sea, 1972, viz

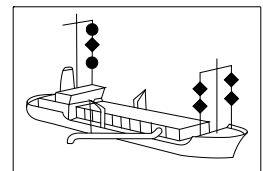
by night:

two all-round green lights, positioned above each other in a vertical line;



by day

two diamond shapes, positioned above each other in a vertical line.

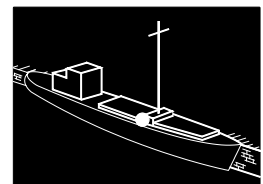


**11 Sign to identify a moored vessel, a floating installation in terms of Section 2(1)(Item 5) of these Traffic Regulations, or an extraordinary floating object in terms of Section 2(1)(Item 6) thereof**

**11.1 The length of the vessel is less than 50 metres.**

by night,

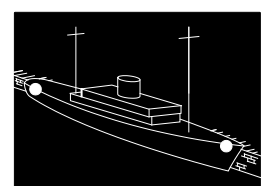
one all-round white light, positioned amidships on the side next to the fairway, respectively, at the end closest to the fairway, and preferably at deck level.



**11.2 The length of the vessel is 50 metres or more.**

by night,

one all-round white light each afore and astern on the side of hers nearest to the fairway channel and preferably at deck level.



### 11.3 Exceptions and Special Regulations

With the exception of a vessel moored along the Kiel Canal, a moored vessel need not exhibit any visual signs

- a) when the outline of the vessel is permanently visible and sufficiently well lit by any other source of light or
- b) when the vessel is lying in way of a mooring site the outline of which is sufficiently well and permanently visible.

The same applies to floating installations and to extraordinary floating objects. Pleasure craft lying at a dedicated mooring site along the Kiel Canal need not exhibit any lights.

Where two or more vessels are moored alongside each other, only the vessel lying nearest to the fairway channel need exhibit the visual signs described above. The same applies to extraordinary floating objects.

A vessel lying in a siding of the Kiel Canal for any reason other than on account of the prevailing traffic or weather conditions shall exhibit the visual signs described above; in the case of a composite unit being towed, each of the vessels forming the unit shall exhibit the visual signs.

### 11.4 Vessels, moored at a mooring buoy according to Annex I, B17

Those vessels have to show visual signals according to Rule 30 COLREGs.

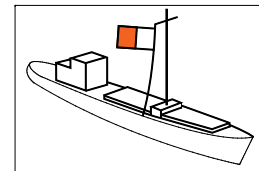
## 12 Sign to identify a vessel navigating on the Kiel Canal with a pilot embarked (Section 2(1)(Item 18a) and wishing to leave the locks for the -Canal

Visual signs shall be exhibited prior to leaving the locks for the Canal passage.

### 12.1 Vessel categories 1 and 2

by day,

shall fly the flag "H" as depicted in the International Code of Signals.



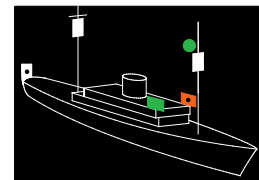
### 12.2 Vessel category 3

No specific visual sign.

### 12.3 Vessel category 4

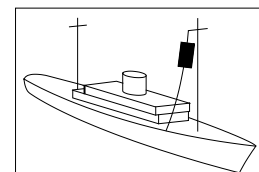
by night,

shall exhibit one all-round green light.



by day,

shall exhibit one black cylinder.

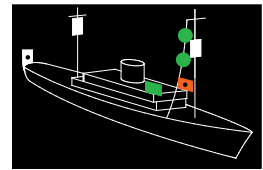




**12.4 Vessel category 5**

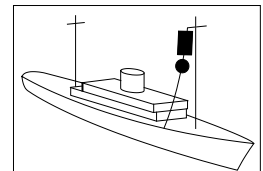
by night,

shall exhibit two all-round green lights, positioned above each other in a vertical line.



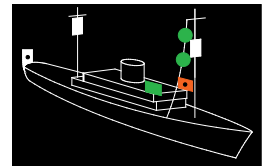
by day,

shall exhibit one black cylinder, positioned above one black sphere.

**12.5 Vessel category 6**

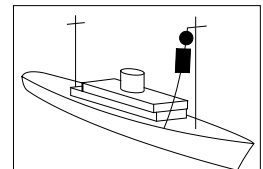
by night,

shall exhibit two all-round green lights, positioned above each other in a vertical line.



by day,

shall exhibit one black sphere, positioned above one black cylinder.



For vessels of categories 4 to 6, the visual signs prescribed shall be exhibited on their starboard yard-arm or at some other suitable location on their starboard side as to be easily perceivable from afore.

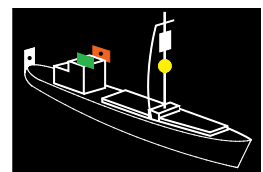
**13 Sign to identify a vessel exempted from compulsory pilotage on the Kiel Canal in terms of Section 2(1)(Item 15) of these Traffic Regulations**

Visual signs shall be exhibited prior to entering the locks for the Canal passage.

**13.1 Vessels of category 1**

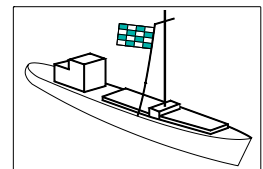
by night,

shall exhibit one all-round yellow light, positioned not less than 1.50 metres in a vertical line below the fore masthead light.



by day,

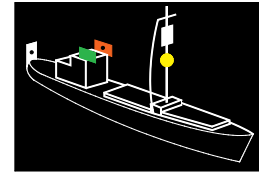
shall fly the flag "N" as depicted in the International Code of Signals.



### 13.2 Vessels of category 2

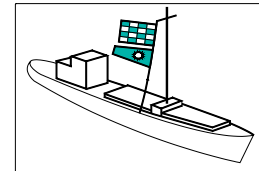
by night,

shall exhibit one all-round yellow light, positioned not less than 1.50 metres in a vertical line below the fore masthead light.



by day,

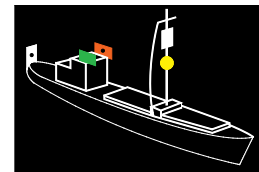
shall fly the flag "N" as depicted in the International Code of Signals above the pennant "2" as depicted in the International Code of Signals.



### 13.3 Vessels of category 3

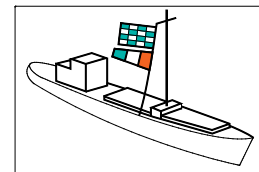
by night,

shall exhibit one all-round yellow light, positioned not less than 1.50 metres in a vertical line below the fore masthead light.



by day,

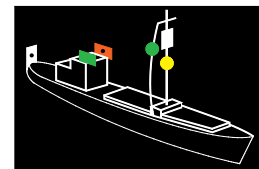
shall fly the flag "N" as depicted in the International Code of Signals above the pennant "3" as depicted in the International Code of Signals.



### 13.4 Vessels of category 4

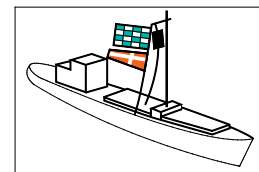
by night,

shall exhibit one all-round yellow light, positioned not less than 1.50 metres in a vertical line below the fore masthead light, plus one all-round green light.



by day,

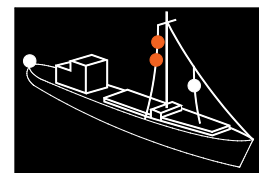
shall fly the flag "N" as depicted in the International Code of Signals above the pennant "4" as depicted in the International Code of Signals, and shall in addition exhibit one black cylinder.



For vessels of category 4, the visual signs prescribed shall be exhibited on their starboard yard-arm or at some other suitable location on their starboard side so as to be easily perceivable from afore.

## 14 Sign to identify a vessel stuck on the embankment of the Kiel Canal

by night, shall exhibit one all-round white light on the side of hers where passage is permitted and on the part of hers nearest to the fairway channel.

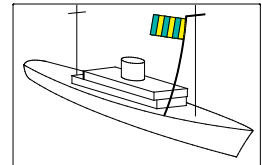


**15 Sign to identify a vessel wishing to embark a sea pilot**

- 15.1 A vessel requesting a sea pilot from the seaward pilot station of one of the sea pilotage districts for pilotage in the respective district, or from the roads off Bremerhaven for pilotage to the seaward position of the pilot launch or for pilotage to one of the ports situated in, and owned and operated by, the Free Hanseatic City of Bremen proper, or from the roads off Brunsbüttel for pilotage to the seaward position of the pilot launch or into Hamburg.**

by Day,

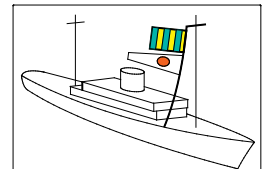
shall fly the flag "G" as depicted in the International Code of Signals.



- 15.2 A vessel requesting a sea pilot from the pilot vessel in the approach to Rivers Jade and Weser for pilotage into Wilhelmshaven, or from the roads off Bremerhaven for pilotage to one of the Lower Saxony ports in the Weser Estuary, or from the roads off Brunsbüttel or Kiel-Holtenau for pilotage on the Kiel Canal.**

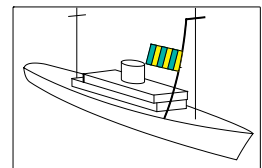
by Day,

shall fly the flag "G" as depicted in the International Code of Signals above the pennant "1" as depicted in the International Code of Signals.

**16 Sign to identify a vessel wishing to disembark a sea pilot**

by day,

shall fly the flag "G" as depicted in the International Code of Signals at half-mast.



## II.2 Sound signals of vessels


### 1 Beware!

The sound signal described hereunder shall be given whenever and wherever the traffic situation requires a "Beware!" signal to be sounded. Such situations shall be deemed to exist, in particular,

- a) in a general way: when entering another fairway channel, a port or harbour, or when leaving a port or harbour, locks, a mooring site, or anchoring grounds;
- b) on the Kiel Canal: when approaching floating apparel or a location marked by a visual sign as described under Item A.4 of Annex I, as well as when leaving the Projensdorf bunkering station and wishing to proceed westwards.


A power-driven vessel towing firing-range targets shall give the appropriate sound signal when another vessel is approaching by night in a threatening manner.

#### 1.1 On all navigable waterways except for the Kiel Canal:


vessels shall sound one prolonged blast. 

#### 1.2 On the Kiel Canal

##### 1.2.1 a vessel proceeding westwards

shall sound one prolonged blast 

##### 1.2.2 a vessel proceeding eastwards

shall sound two prolonged blasts. 

### 2 Danger! Warning!

#### 2.1 General danger and warning signal

Where a vessel is putting another vessel to danger or is put to danger herself by another vessel, she shall give the following signal:

one prolonged blast followed by four short blasts 

one prolonged blast followed by four short blasts 

#### 2.2 Stay away!

Where certain dangerous goods in terms of Section 2(1)(Item 16) of these Traffic Regulations or radioactive materials are carried aboard a vessel or composite unit and are actually being released or threaten to be released, or where there is risk of explosion, the following sound signal shall be given for as long as the traffic situation so requires:

one short blast followed by a prolonged blast. 

This signal shall be given at least five times a minute, with intervals of 2 seconds each in between. In the event that appropriate installations are provided on board, the signal characteristics shall also be given as a visual signal, use being made of an all-round white light for this purpose;

Where the situation described above occurs at a mooring site or a cargo-handling terminal, the signal shall also be given by the person responsible for the operation of such site or terminal;

The provisions of Annex III of the International Regulations for Preventing Collisions at Sea, 1972, shall apply, mutatis mutandis, to the sound-signaling equipment provided at cargo-handling terminals.

### 2.3 Warning signal to mean “am reducing my speed” (signal for use on the Kiel Canal)

Where a vessel is reducing her speed while another vessel is approaching her, she shall in good time give the following sound signal:

one prolonged blast followed by three short blasts



one prolonged blast followed by three short blasts

### 2.4 Warning signal to mean “have the intention of mooring” (signal for use on the Kiel Canal)

Where a vessel is about to moor in a port or at a cargo-handling terminal while another vessel is approaching her, she shall in good time give the following sound signal:

one prolonged blast followed by three short blasts.



## 3 Sound signals to be used in restricted visibility

### 3.1 On the Kiel Canal, a vessel other than a ferry, when underway, shall give the following sound signal when approaching a location marked by the visual sign described under Item B.1 (Annex I):

#### 3.1.1 a vessel proceeding westwards:

shall sound one prolonged blast;



#### 3.1.2 a vessel proceeding eastwards:

shall sound two prolonged blasts.



Otherwise, the appropriate sound signal shall be given when circumstances so require.

### 3.2 Power-driven vessel underway and being towed or pushed

In derogation of the provisions of Rule 35(a) respectively 35(b) of the International Regulations for Preventing Collisions at Sea, 1972, a power-driven vessel underway and being towed or pushed shall give the following sound signal at intervals of not more than two minutes:

one prolonged blast followed by one short blast followed by two prolonged blasts.



The tug or tugs towing or pushing such vessel shall not give the sound signal under Rule 35(c) of the International Regulations for Preventing Collisions at Sea, 1972.

### 3.3 Ferry crossing a river or canal

#### 3.3.1 A ferry maintaining connecting lines with one or both banks respectively embankments shall give the following sound signal throughout her crossing:

a continuous sequence of single strokes of the bell.



#### 3.3.2 A ferry not maintaining connecting lines with one or both banks respectively embankments shall give the following sound signal throughout her crossing:

one short blast followed by two prolonged blasts.



## 4 [This Item has been suspended.]

## 5 Give way! (Section 24(3) of these Traffic Regulations is relevant.)

### 5.1 Signal to mean “I wish to give way by shearing to my port side” (on the Kiel Canal also answering signal of an approaching vessel):

one prolonged blast followed by two groups of two short blasts each.



### 5.2 [This Item has been suspended.]

## 6 Request signal to mean “Open bridge/flood barrier/locks”

### 6.1 On all navigable waterways, except for the River Trave, (in the case of a lifting bridge with more than one “locked” positions, to mean “Open as far up as until the lifting mechanism is engaged at the first “locked” position”):

two prolonged blasts.



### 6.2 On the River Trave

#### 6.2.1 To address outbound vessels:

two prolonged blasts



#### 6.2.2 To address inbound vessels:

two groups of two prolonged blasts



### 6.3 In the case of a lifting bridge with more than one “locked” positions, the following signal shall be given to mean “Open as far up as until the lifting mechanism is engaged at the uppermost “locked” position”):

two prolonged blasts followed by one short blast



## 7 Towing signals

### 7.1 Signal to mean “I request tug assistance”:

One short blast followed by one prolonged blast, which is followed by another short blast followed by another prolonged blast



### 7.2 Manoeuvring signals given during towing operations

#### 7.2.1 Signal to mean, as appropriate, “Bow tug take towing line” or “Bow tug start towing” or “Bow tug let go”:

one prolonged blast followed by two short blasts followed by one prolonged blast.



#### 7.2.2 Signal to mean, as appropriate, “Stern tug take towing line” or “Stern tug start towing” or “Stern tug let go”:

one prolonged blast followed by two short blasts followed by two prolonged blasts.



#### 7.2.3 Signal to mean “Bow tug tow to starboard”:

one short blast



**7.2.4 Signal to mean “Bow tug tow to port”:**

two short blasts

**7.2.5 Signal to mean “Stern tug tow astern”:**

three short blasts

**7.2.6 Signal to mean “Stern tug tow to starboard”:**

three short blasts followed, after a pause, by another short blast

**7.2.7 Signal to mean “Stern tug tow to port”:**

three short blasts followed, after a pause, by another two short blasts

**7.2.8 Signal to mean, as appropriate, “Slow down manoeuvre” or “Stop manoeuvre”:**

one prolonged blast

**7.2.9 Signal to mean “Danger!”:**

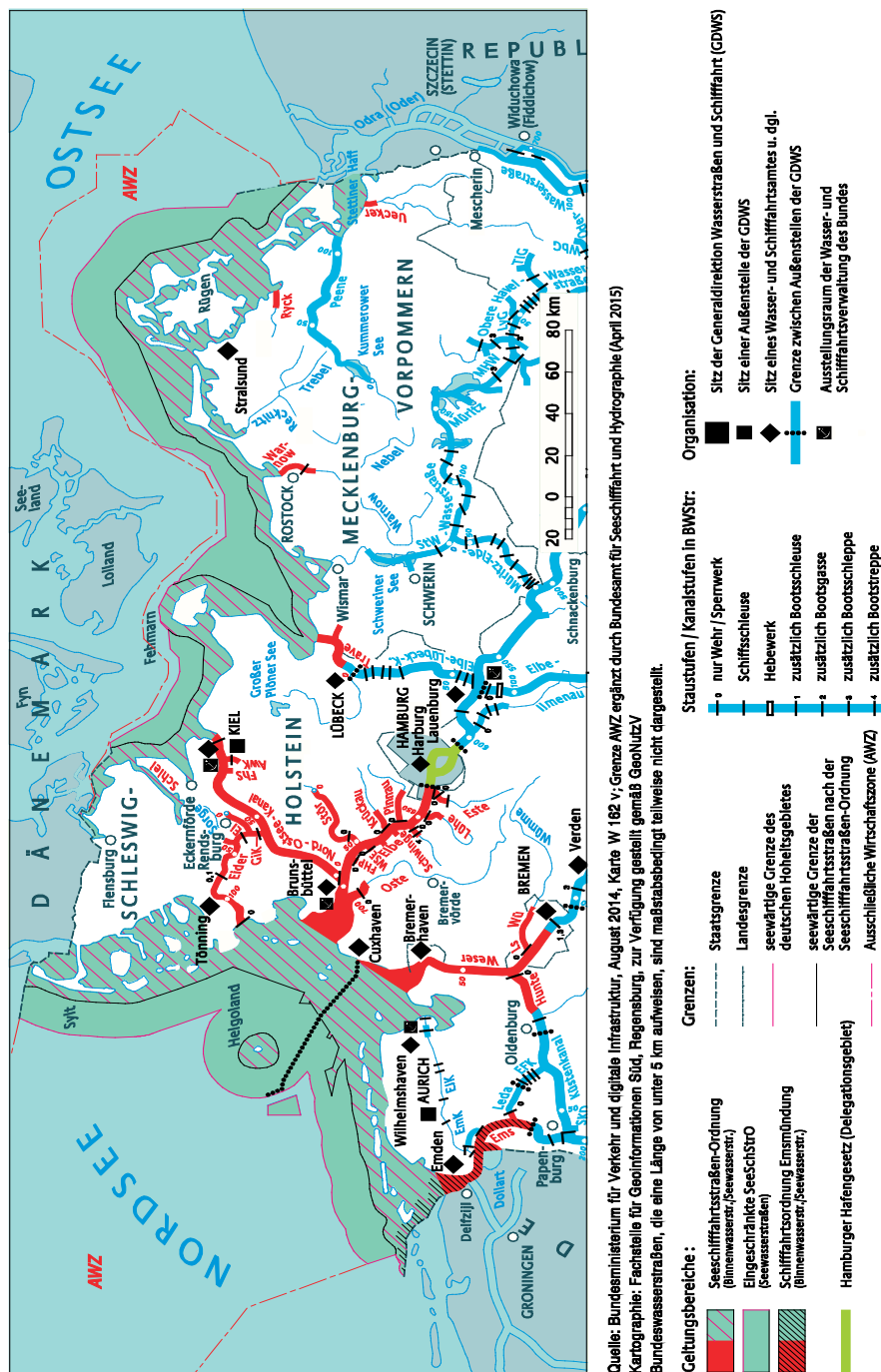
five or more short blasts.

**8 [This Item has been suspended.]**

## Annex III

### Presentation of the applicability of the German Traffic Regulations for Navigable Maritime Waterways

Chart related to § 1 item 5



Quelle: Bundesministerium für Verkehr und digitale Infrastruktur, August 2014, Karte W 162 v; Grenze AWZ ergänzt durch Bundesamt für Seeschifffahrt und Hydrographie (April 2015)  
 Kartographie: Fachstelle für Geoinformationen Süd, Regensburg, zur Verfügung gestellt gemäß GeotüftzV  
 Bundeswasserstraßen, die eine Länge von unter 5 km aufweisen, sind maßstabsbedingt teilweise nicht dargestellt.