

Port Information Guide Wilhelmshaven

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- „NPports“ –

(NP-PIG WHV)

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GENERAL INTRODUCTION

This book has been written for Masters of seagoing vessels, shipping lines, publishers of nautical information and any other party that needs nautical information.

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WEBSITE OF THE PORT

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WEBSITE OF THIS DOCUMENT

www.nports.de/Häfen/wilhelmshaven

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1. FOREWORD HARBOUR MASTER

1.1. General

We at Niedersachsen Ports would like to give you and your crew a warm welcome at the Port of Wilhelmshaven.

Since its foundation as a pure navy - port in the 1850's, the port plays a vital role in the maritime history of the northern coast region. Since the mid-fifties of the 20th century, with the construction of modern harbour facilities, the Port of Wilhelmshaven developed more and more into Germany's most important energy hub because of the possible ship draughts "without limits". Meanwhile Wilhelmshaven has practically rocketed into the top group of European harbours and the City of Wilhelmshaven has developed from a Navy-Town into a real place of interest with a lot of recreational value.

As the biggest and most important harbour in Lower-Saxony and with the completion of the JadeWeserPort in summer 2012 for the largest container ships in the world, safety and security of the Port are my most significant task. I herewith thank all the other organizations like the Federal Waterway Administration, the Water police, the Pilot Association, and others responsible for safe and easy conduct of the shipping, for keeping up the high existing standards.

I hope this Port Information Guide provides you with all necessary information for a productive, safe, and pleasant stay.

1.2. Port report

1000 ha of undeveloped grassland close to all facilities with deep water access and the JadeWeserPort are the best indicator that the Future of the Port of Wilhelmshaven just begins.

There are specific plans on LPG, pit coal, offshore wind power and all kind of services to the new Container Port which indicate that the Port of Wilhelmshaven will grow a lot over the next decades. All these developments must match with the safe and environmentally friendly performance of the existing port.

Keeping our high standards up must be the main task of all parties dealing with the future of the Port of Wilhelmshaven.

1.3. Port performance

During the year 2019 a total of approximately 29 290 000 tonnes were handled in the Port of Wilhelmshaven. Oil and its by-products are the main trading goods in the harbour. Additionally, project cargo, chemical products, steel and its by-products, LPG, coal, bulk, wood and recently cars can be listed as goods handled in the harbour.

2. CONTACT INFORMATION AND REGULATIONS

2.1. General

Niedersachsen Ports GmbH & Co. KG
Niederlassung Wilhelmshaven
Pazifik 1
26388 Wilhelmshaven
Germany

2.2. Contact information

Harbour Master's Office:

Telephone: +49-4421 409 80 -990
E-Mail: wilhelmshaven@nports.de

The Harbour Master's Officer is responsible for the safety of traffic and navigation in the harbour area, handling of all operational maritime requests and questions, can grant exemptions from specific regulations and can give permission for special activities, e.g. repairs. They also enforce the port byelaws and other regulations.

Port Office:

Telephone: +49-4421 409 80 -999
E-Mail: portoffice@jadeweserport.de

The Port Office is continuously manned, responsible for planning and control of shipping traffic, compiling statistics, assigning berths in the entire port area, and coordinating information on all traffic movements. For notifications and reports such as port security and/or emergencies contact Port Office.

2.3. Rules and regulations

The rules and regulations in the port contribute to the safe, efficient, and environmentally responsible handling of shipping traffic. The international rules of the IMO, such as the SOLAS convention and its amendments and national regulations are in force in the port of Wilhelmshaven.

Additionally, the Port Security Act and the Port Regulations issued by the federal state government of Niedersachsen are in force.

An overview of the port laws and information can be found online:
<http://www.nports.de/en/haefen/wilhelmshaven/> (> Downloads)

The Port Regulations enforced by the federal state government can be found online:
<http://www.recht-niedersachsen.de/96000/nhafeno.htm> (German only).

2.4. Exemptions and permits

The Harbour Master's Office can grant exemptions from specific regulations and can give permission for special activities.

The Port Authority can give permission for Hot Works.

2.5. Recent important amendments to law

- a) Allgemeinverfügung des MW v. 12.06.2019 – 31.1 30400-0.1
regelt die notwendige Mindestanzahl an Schleppern am Containerterminal Wilhelms-
haven
- b) Allgemeinverfügung des MW v. 23.04.2015 – 31-30400-1.2
bestimmt ein Datenverarbeitungssystem (NSW) zur Erfüllung der Melde- und Informa-
tionspflichten von Seeschiffen beim Ein- und Auslaufen

3. ARRIVAL AND DEPARTURE CHECKLISTS

3.1. General

All ships must be reported to the Port Authority by electronic message latest 24 hours before arrival.

Tankers and vessels carrying dangerous goods must send an additional message containing details of the cargo.

For further information see chapters 4 and 6.

3.2. Arrival checklists

See chapters 4.5 and 6.1 on all relevant information which must be reported.

3.3. Departure checklists

See chapters 4.6 and 6.1 on all relevant information which need to be reported.

4. NOTIFICATIONS

4.1. General

Masters of vessels arriving at, staying in or departing from the Port of Wilhelmshaven are obliged to make a notification on a variety of subjects, ranging from health to dangerous cargo.

4.2. Health

Free pratique is normally granted automatically, either on port entry after inspection by the Port Health Authority or after the vessel master issued an affirmation via the ship's agent. Formalities are handled by the Port Health Authority, boarding vessel usually on arrival.

Vessels should prepare the "Maritime Declaration of Health" and a Crew List IMO FAL Form 5. Furthermore, the vessel master shall prepare the Ship's Sanitation Certificate, the Apothekenbescheinigung (Medicine certificate) and the Trinkwasserbescheinigung (drinking water certificate). If it is a first call, the master also must prepare a copy of the ships particulars for the Port Health Authority.

Contact:

Gesundheitsamt Stadt Wilhelmshaven
Hafenärztlicher Dienst (Port Health Authority)
Gökerstraße 68
26384 Wilhelmshaven
Telephone: +49-4421 16-1571
Telefax: +49-4421 16-411571
Email: haed@wilhelmshaven.de

4.3. Immigration

Immigration and Customs formalities are handled by Zollamt Wilhelmshaven (German Customs), boarding the vessel usually on arrival.

On arrival the master shall provide an actual crew and, if necessary, passenger list. For all foreign crewmembers and passengers, it is compulsory to have valid passport documents to enter German territory or staying in the port.

On arrival following documents must be available:

- Crew list IMO FAL Form 5
- Crew effects declaration IMO FAL Form 4
- Ship's bonded store declaration IMO FAL 3
- Cargo Document (Cargo manifest, Bill of Lading)

Furthermore, the vessel master shall prepare all ship's documents, the oil record books for deck and engine/last bunker record, ship's garbage book for a possible inspection by German Customs.

Contact:

Zollamt Wilhelmshaven
Flutstraße 86a

26386 Wilhelmshaven
Shipping department: +49-4421 480 7217
Telefax: +49-4421 480 7299

4.4. Customs

See chapter 4.3

4.5. ETA

All vessels are obliged to report their ship data and details of security measures (see chapter 6) to Wilhelmshaven Port Authority at least 24 hours before arrival. In event of changes to the last notification, the changes shall be notified to the Port Authority in due time.

In case of a shorter voyage than 24 hours between the last port and the Port of Wilhelmshaven, the notification shall be sent immediately after leaving the previous port.

The message (no certain form required) may be send directly or via agent to the Wilhelmshaven Port Authority.

See 2.5 for special regulations for seagoing vessels.

4.6. ETD

The vessel master must report the shifting of berths and the departure of the harbour in due time to the Port Authority.

See 2.5 for special regulations for seagoing vessels

4.7. Security

The vessel master shall report the ship's present ISPS level to the Port authority.

4.8. Dangerous goods

If dangerous goods and/or marine pollutants are to be introduced into the port area, the vessel master has to notify the Port Authority minimum 24 hours before arrival, including the following details: Mass and type of consignment, PSN, UN-Number, flashpoint and hazard class and/or pollution category assigned by MARPOL Annex II when applicable (plus notification specifications of chapter 6.1).

Additional regulations apply for UN 0333 – UN 0337.

The Port Authority has the right to forbid or restrict the import of dangerous goods and harmful substances/marine pollutants for as long as it is necessary for the danger defence. The rules and regulations of the Gefahrgutverordnung See (GGVSee) apply.

See 2.5 for special regulations for seagoing vessels

4.9. Waste

All vessels are obliged to notify us of their waste. As part of their general registration in the NSW, watercrafts must report the disposal and discharge of their waste 24 hours before entering the port. (Section 35 of the Lower Saxony Waste Act, NAbfG).

The waste disposal fees are based on classifications for ship sizes and are invoiced separately pursuant to MARPOL I and MARPOL V.

Waste disposal is handled by the companies stated in the ship waste management plan (SABP). The SABP also includes details of whom to contact in the event of problems with waste disposal and discharge.

Exemptions from the waste disposal obligation are possible pursuant to Section 35 (2) NAbfG or on presentation of the appropriate documentation to the port authority (Section 35 (3) NAbfG). Such vessels are not obliged to pay the waste disposal charges (Section 38 (1) NAbfG).

4.10. IOPP

Certification of the existence of a current IOPP-Certificate.

5. DOCUMENTATION

5.1. General

The Wilhelmshaven Port Authority places importance on complying with rules and regulations.

Therefore, the vessel could be subject to inspection by the Port Operation Office, Port Authority, German Customs, Water Police and Port State Control (Berufsgenossenschaft für Transport und Verkehrswirtschaft, former See-BG). These inspections may take place at any time.

5.2. Required documentation to be available at all times

To ensure a smooth operation, we advise to keep the following documentation and certificates available at all times.

All certificates and documents issued under:

- SOLAS 74
- MARPOL 73/78 (especially garbage record book, oil record book)
- Load Line Rules 1966

For general- and bulk-cargo vessels:

- Dangerous goods manifest with stowage plan arrival and departure
- Document of Compliance/certificate of fitness
- Cargo loading or unloading plan for bulk carriers

For documentation regarding Customs operations, see chapter 4.3.

6. REPORTING

6.1. General

Masters of vessels staying in the port of Wilhelmshaven are obliged to report their ship data and details as well as a number of incidents and accidents, or request for permission.

Ship data and details:

- Name, call sign and IMO number of the vessel
- Flag state
- Year of construction
- Ship's type; in case of a bulk carrier, the vessel master is compelled to state the exact type of bulk carrier in accordance with SOLAS convention, chapter 9, rule 1.6
- The existence of a double hull
- Gross tonnage and carrying capacity
- LOA and beam in meter
- Last POD and time of port clearance
- Draught in meter on clearing the last port and accessing the port of Wilhelmshaven
- Next POC
- ETA/ETD
- Type and quantity of cargo

Notifications of the aforementioned data have to be reported at least 24 hours before arrival. In case of running time being less than 24 hours between ports, a notification issued immediately after leaving the port will satisfy the obligation.

Freed of the aforementioned reporting obligation are:

- Passenger ships operating on a regular schedule
- Ships fulfilling a public task set by a legal person of public law
- Rescue and Fire-fighting ships
- Pilot ships
- Fishing boats in their respective port of registry
- Tugs, without requiring a berth, which aid other ships during manoeuvring or operate regularly in the port

Should the ship be equipped with an Automatic Identification System (AIS), the vessel master is obliged to keep the AIS activated during the port stay.

The Port Authority can grant exemptions from the aforementioned requirements. Furthermore, the Port Authority can determine the technical means of transmitting the requested notifications etc.

Report to:

Port Office

Telephone: +49 4421 409 80 -999

E-Mail: portoffice@jadeweserport.de

See 2.5 for special regulations for seagoing vessels

6.2. Issues to be reported

Apart from temporary testing immediately before leaving the port, the moored ship's main engine and manoeuvre aids are only to be activated after permission given by the Port Authority. The vessel master is obliged to report every issue and event that might pose as a disturbance to port operations and port traffic to the Port Authority and/or the Water Police.

Especially following issues are to be reported:

- Fire
- Accidents
- Ships that are sinking or likely to sink or drifting
- Any damage to port facilities
- Hot works

For handling of dangerous goods, harmful substances and marine pollutants, oil and its by-products, the following data needs to be reported by the vessel master as well as the transport company:

- Dangerous goods manifest with stowage plan arrival and departure
- Document of Compliance
- Mass of residues belonging to former cargoes (oil, products etc.) as long as the tanks aren't properly cleaned and aerated or completely inert
- Type and estimated mass of bunker for ships carrying more than 5000 tons of bunker

The Port authority may grant exemptions from the reporting obligation of dangerous goods, harmful substances, and marine pollutants if the previous named goods are brought in regularly by the same carrier.

7. PORT DESCRIPTIONS

7.1. General

The Port of Wilhelmshaven is situated in the Jade Bay, approx. 23 nm away from the light buoy "Jade 1". Wilhelmshaven is the only deep-water harbour of Germany, and the biggest port in the federal state of Niedersachsen. The main port activities are the handling of bulk cargo, oil, and petrochemical products. With the completion of the Jade-Weser-Port, Wilhelmshaven has turned to one of the most important German harbours.

7.2. Developments

No recent or planned developments.

7.3. Port location

Latitude: 53° 35'40"N

Longitude: 008° 8'36"E

Country Code: DE

UN Location Code: DEWVN

Location Description: Easternmost deep-water port in the north range

7.4. Port limits

This subparagraph describes the respective water depths during the approach and alongside berth.

HOOKSIEL OUTER HARBOUR

Approach: Distance Jade Approach – Hooksiel approx. 23 nm, lightvessel "GB" 41.50 nm

Water depth: 1.6 m LAT

Tidal range: 3.6 m

UKC: 0.5 m

Maximum draught in approaches: due to the tide

UVG JETTY AT VOSLAPPER GRODEN (Vynova)

Approach: Distance Jade Approach – UVG approx. 24 nm, lightvessel "GB" 42.50 nm

Water depth: 14.1 m

LAT Tidal range: 3.6 m

UKC: 0.5 m to 1 m

Maximum draught in approaches: 18.0 m incoming, 17.0 m outgoing

Ships with a draught over 16.50 m are restricted by tide, approach of tanker jetty only at high tide

Alongside:

Water depth: 8.6 m

UKC: 0.5 m

Maximum draught: 8 m

NIEDERSACHSENBRÜCKE (RHENUS MIDGARD)

Approach: Distance Jade Approach – Niedersachsenbrücke approx. 27 nm, lightvessel “GB” 45.60 nm

Maximum draught in approaches: 18.0 m incoming, 17.0 m outgoing

Ships with a draught over 16.50 m are restricted by tide, approach of bridge only at high tide.

Alongside:

Water depth: outer berth: 18.60 m LAT, inner berth 8.10 m LAT

UKC: minimum 1 m

Tidal range: 3.60 m

NORTH HARBOUR / BRAUNSCHWEIG KAI

Approach: Distance from Jade Approach via Jade Bay – Neuer Vorhaven (New Outer Harbour) (8.00 m below chart level) – Sea Lock (sill depth 11,45 m below chart level) approx. 34 nm, lightvessel “GB” 49.40 nm

Water depth “New Outer Harbour”: 8 m LAT

Sea lock inner sill depth: 14,75 m below average harbour water level (NN + 1.1 m)

Tidal range: 3.6 m

UKC: 0.5 m

Alongside:

Water depth: 12.0 m at Harbour Normal, NN + 1.1 m

NORTH HARBOUR / LÜNEBURG KAI

Approach: Distance from Jade Approach via Jade Bay – Neuer Vorhaven (New Outer Harbour) (8.00 m below chart level) – Sea Lock (outer sill depth 11.45 m below chart level) approx. 34 nm, lightvessel “GB” 49.40 nm

Water depth “New Outer Harbour”: 8 m LAT

Sea lock inner sill depth: 14,75 m below average harbour water level (NN + 1.1 m) Tidal range: 3.6 m

UKC: 0.5 m

Alongside:

Water depth: 11 m at harbour normal, NN + 1.1 m

NORTH HARBOUR / OLDENBURGKAI / OSNABRÜCKER AND HILDESHEIMER UFER

Approach: Distance from Jade Approach via Jade Bay – Neuer Vorhaven (New Outer Harbour) (8.00 m below chart level) – Sea Lock (outer sill depth 11.45 m below chart level) approx. 34 nm, lightvessel “GB” 49.40 nm

Water depth “New Outer Harbour”: 8 m LAT

Sea lock inner sill depth:14,75 m below average harbour water level (NN + 1.1 m) Tidal range: 3.60 m
UKC: 0.5 m
Alongside:
Water depth: 6 m at harbour normal, NN + 1.1 m

NORTH HARBOUR / HANNOVER KAI

Approach: Distance from Jade Approach via Jade Bay – Neuer Vorhaven (New Outer Harbour) (8.00 m below chart level) – Sea Lock (outer sill depth 11.45 m below chart level) approx. 34 nm, lightvessel “GB” 49.40 nm
Water depth “New Outer Harbour”: 8 m LAT,
Sea lock inner sill depth:14,75 m below average harbour water level (NN + 1.1 m) UKC: 0.5 m
Alongside:
Water depth: 11 m at harbour normal, NN + 1.1 m

FLUT- UND PONTONHAFEN/TIDAL AND PONTOON HARBOUR

Approach: Distance Jade Approach approx. 32 nm, lightvessel “GB” 50.50 nm
Water depth: 2.6 m LAT
Tidal range: 3.9 m
UKC: 0.5 m
Maximum draught in approaches: due to the tide
Alongside:
Water depth: 2.6 m LAT
UKC: nil
Maximum draught: due to the tide

AUSRÜSTUNGSHAFEN / OUTFITTING HARBOUR

Approach: Distance from Jade Approach via Jade Bay – Neuer Vorhaven (New Outer Harbour) (8.00 m below chart level) – Sea Lock (outer sill depth 11.45 m below chart level) approx. 34 nm, lightvessel “GB” 49.40 nm
Water depth: 8 m LAT
Sea lock inner sill depth:14,75 m below average harbour water level (NN + 1.1 m)
UKC: 0.5 m
Alongside:
Water depth: minimum 6.50 m at harbour normal, NN + 1.1 m

AUSRÜSTUNGSHAFEN NORD / OUTFITTING HARBOUR NORTH

Approach: Distance from Jade Approach via Jade Bay – Neuer Vorhafen (New Outer Harbour) (8.00 m below chart level) – Sea Lock (outer sill depth 11.45 m below chart level) approx. 34 nm, lightvessel “GB” 49.40 nm
Water depth: 8 m LAT
Sea lock inner sill depth:14,75 m below average harbour water level (NN + 1.1 m) UKC: 0.5 m
Alongside:
Water depth: minimum 10 m at harbour normal, NN + 1.1 m

7.5. Load lines

North Atlantic Winter Seasonal Zone II

Winter November 1 to March 31, Summer April 1 to October 31 Water density on River

Jade: 1025 gram/litre

Water density in the inner harbour: 1010 – 1020 gram/litre

7.6. Maximum size vessels

This subparagraph gives details about LOA, draught, DWT, ship's beam and, if necessary, restrictions of the aforementioned data through sea lock depth, sill depth or the old harbour gate width.

The Jade approach can accommodate the following sizes (bigger vessel sizes need special allowances by Wasser- und Schifffahrtsamt):

- Draught inbound: 18 m
- Draught outbound: 17 m
- LOA: 400 m
- Beam: 60 m

HOOKSIEL OUTER HARBOUR

Ship's Dimension:

Max. LOA: 60 m

UVG TANKER JETTY AT VOSLAPPER GRODEN (Vynova)

Ship's Dimension:

Maximum DWT: 12,000 dwt

Max. LOA: 137 m

NIEDERSACHSENBRÜCKE (RHENUS MIDGARD)

Ship's Dimension:

Maximum DWT: outer berth: 250,000 dwt; inner berth: 40,000 dwt

Max. LOA: 320 m

Max. Beam: 50 m

NORTH HARBOUR / BRAUNSCHWEIG KAI

Ship's Dimension:

Max. LOA: 300 m

NORTH HARBOUR / LÜNEBURG KAI

Ship's Dimension:
Max. LOA: 250 m

NORTH HARBOUR / OLDENBURG KAI / OSNABRÜCKER AND HILDESHEIMER UFER

Ship's Dimension:
Max. LOA: 100 m

NORTH HARBOUR / HANNOVER KAI

Max. LOA: 300 m

FLUT- UND PONTONHAFEN / TIDAL AND PONTOON HARBOUR

Ship's Dimension:
Max. LOA: 45 m

AUSRÜSTUNGSHAFEN / OUTFITTING HARBOUR

Ship's Dimension:
Maximum DWT: approx. 20,000 dwt

AUSRÜSTUNGSHAFEN NORD / OUTFITTING HARBOUR NORTH

Ship's Dimension:
Max. LOA: 120 m

NEUER VORHAFEN / NAVAL PORT

The Neuer Vorhafen (Wilhelmshaven Naval Port) is restricted to military use only.

Ship's heading for the inner harbour and/or the sea lock usually have the right of passage. The naval harbour captain can close the Neuer Vorhafen if it is necessary for military purposes. In this case the civilian Port Authority, the WSA Wilhelmshaven and the water police will be notified.

Every ship must report to the sea lock at least one hour prior to arrival at the lock. Sport boats are exempted from that obligation, nevertheless it is advised to do so.

Anchoring is forbidden, exempted the use of red marked dolphins for mooring if the vessel must wait before entering the lock. Otherwise anchorage of civilian vessels is only allowed after permission given by naval port authority in case of an emergency.

FAIRWAY IN THE NEUER VORHAFEN: 200 m wide

Water Depth: 8 m LAT

SEA LOCK MEASUREMENTS:

2 lock chambers, each 390 m long and 57 m usable width
Outer sill: 11.45 m below chart level (LAT).
Inner sill: 14.75 m below average harbour water level (NN + 1.1 m)
Working hours 24 a day, 365 days a year.

7.7. Time zone

GMT +1 hr
Night of last Saturday to Sunday in March and in October change to Daylight Saving Time (GMT + 2 hrs)

7.8. Local holidays

New Year's Eve (January 1st), Good Friday, Easter Monday, Labour Day (May 1st), Ascension Day, Whit Monday, German National Holiday (October 3rd), Reformation Day (October 31st), Christmas Day (December 25th), Boxing Day (December 26th)

7.9. Working hours

Vary from one cargo handling facility to another. 24 hrs/day possible.

7.10. Traffic

International shipping lines. The port is connected to the hinterland by railway and highway. No inland waterway connections.

7.11. Cargo

Main cargo throughput belongs to the oil, chemical and petrochemical sector. Additionally, Wilhelmshaven is equipped for solid bulk cargo handling.

The Port of Wilhelmshaven can handle every kind of dangerous cargo.

Dangerous goods handled by the terminals (hazard classes of IMDG and ADNR):

Niedersachsenbrücke:	classes 4.1/8 K8
Umschlagsanlage Voslapper Groden:	classes 2.1/3.1/3.2 K1/K2/K3

The following quantity restrictions apply to the whole harbour area:

- class 1: 5,000 kg (net explosive mass)

7.12. Charts and books

- Int. 1456, D 2: Die Mündungen von / The Mouths of Jade, Weser
- Int. 1460, D 7: Jade, innerer Teil / inner part
- Int. 1413, D 87: Borkum, bis Neuwerk und Helgoland / Borkum, to Neuwerk and Helgoland

7.13. Shipping announcements for the port area

www.elwis.de (German only)

<https://www.jadeweserport.de/en/ship-rail/schiffsankuenfte/>

7.14. Pilot stations

See chapter 11.3

7.15. Port infrastructure

This subparagraph details the stationary services the terminal offers, the facilities situated at or on the terminal and the regulations the terminal requires.

HOOKSIEL OUTER HARBOUR

Hooksiel Outer Harbour offers the following services:

Electricity and water supplies, WiFi

Sewage reception Waste disposal Stationary bunkering

2,600 sqm paved stockyard, parking and traffic areas

UVG TANKER JETTY AT VOSLAPPER GRODEN (Vynova)

The tanker jetty is restricted to vessels carrying chemical products of hazard class 2 and 3 (flammable gases and liquids) of the IMDG Code.

Berth No. 2 is reserved for ethylene products only.

Berth No. 3 is reserved for handling of VCM, EDC and their derivatives.

The terminal offers the following services: Fresh water supply

Waste disposal Telephone connection

Inerting with nitrogen at both jetties if requested

Storage tanks capacity:

ethylene: 15,000 cu m;

EDC: 16,000 cu m;

VCM: 11,000 cu m.

Use of a harbour pilot is compulsory.

Tug use after instruction by pilot.

Mooring requirements as listed in the Vynova mooring plan.

Repairs of any kind need to be requested to Vynova.

NIEDERSACHSENBRÜCKE (RHENUS MIDGARD)

The bridge handles dangerous cargos, namely caustic soda solution and hazardous goods of classes K0, K1 and/or K2. Ships that previously carried cargo of those classes aren't allowed to berth at Niedersachsenbrücke without having previously inerting the cargo holds and tanks.

2 new cranes, SWL 60 t each, made available on from August 2011.

1 conveyor belt with a handling capacity of 1,000 t per hour.

Loading arm for caustic soda solution.

Bulks goods storage: approx. 200,000 sqm (80,000 sqm paved)

Transshipment and traffic area: 40,000 sqm

NORTH HARBOUR / BRAUNSCHWEIG KAI

One mobile crane, lifting capacity: 60 t, equipped with container hoisting device.

One Ro/Ro-ramp (35.5 m wide)

Electricity and freshwater connections

Storage facilities: 60,000 sqm paved quay area, 3,000 sqm covered area, rail siding

NORTH HARBOUR / LÜNEBURG KAI

2 luffing and slewing cranes 15/18 t.

1 Ro/Ro-ramp (35.5 m wide).

Bucket-wheel-loader, silo, conveyor belts

Electricity and freshwater connections

Storage facilities: 24,000 sqm paved quay area, 7,000 sqm covered stowage area, rail siding.

NORTH HARBOUR / OLDENBURG KAI / OSNABRÜCKER AND HILDESHEIMER UFER

No stationary transshipment equipment, sand transshipment via mobile excavator.

Dry dock for vessels up to 8,000 dwt

Repair and maintenance service at shipyards for commercial vessels and sport boats.

Extensive covered and open storage areas for sport boats, rail siding.

NORTH HARBOUR / HANNOVER KAI

No stationary transshipment equipment.

Electricity and freshwater connections, WIFI

Storage facilities: 4,000 sqm paved quay area, approx. 20,000 sqm assembly area, rail siding

FLUT- UND PONTONHAFEN / TIDAL AND PONTOON HARBOUR

The Flut-und Pontonhafen is mainly used as a mooring place for sport boats and as a base for supply shipping and assistance vessels.

Electricity and freshwater connections, WIFI

Slipway for small vessels and sport boats

Limited storage space

AUSRÜSTUNGSHAFEN / OUTFITTING HARBOUR

No stationary transshipment equipment.

AUSRÜSTUNGSHAFEN NORD / OUTFITTING HARBOUR NORTH

No stationary transshipment equipment.

Railway siding

Storage facilities: 5,000 sqm quay area, 25,000 sqm uncovered area

7.16. Port accommodation and berths

HOOKSIEL OUTER HARBOUR

Berths: 4 – 6, number of available berths varies according to the ship's length

Berth Type: solid quay, length: 550 m

Type of Bottom: sand, silt

The harbour is subject to tidal restrictions.

Hooksiel Outer Harbour is mainly used as a port for smaller vessels, fishing and supply vessels and in case of emergencies as a sheltered harbour.

UVG TANKER JETTY AT VOSLAPPER GRODEN (Vynova)

Berths: 2

Type of Bottom: sand, silt

The tanker jetty is subject to tidal restrictions.

The tanker jetty is restricted to vessels carrying chemical products of hazard class 2 and 3 (flammable gases and liquids) of the IMDG Code.

Berth No. 2 is reserved for ethylene products only.

Berth No. 3 is reserved for handling of VCM, EDC and their derivatives.

NIEDERSACHSENBRÜCKE (RHENUS MIDGARD)

Berths: 1 outer berth, 2 inner berths

Berth Type: bridge structure, inner and outer quay length: 300 m

Type of Bottom: sand, silt, stone

The bridge structure is subject to tidal restrictions.

The bridge handles dangerous cargoes, namely caustic soda solution and hazardous goods of classes K0, K1 and/or K2. Ships that previously carried cargoes of those classes aren't allowed to berth at Niedersachsenbrücke without having previously inerting the cargo holds and tanks.

NORTH HARBOUR / BRAUNSCHWEIG KAI

Berths: 2 – 3, depending on ship size

Berth Type: solid quay, length: 320 m

Type of Bottom: clay, sediments

The harbour is subject to sea lock sill depth restrictions.

NORTH HARBOUR / LÜNEBURG KAI

Berths: various
Berth Type: solid quay, length: 275 m
Type of Bottom: clay, sediments
The harbour is subject to sea lock sill depth restrictions.

NORTH HARBOUR / OLDENBURG KAI / OSNABRÜCKER AND HILDESHEIMER UFER

Berths: Several pontoon and jetty berths for small commercial vessels and sport boats.
Berth Type: solid quay, length: 120 m (Neue Jadewerft)
Type of Bottom: clay, sediments
The harbour is subject to sea lock sill depth restrictions.

NORTH HARBOUR / HANNOVER KAI

Berths: 2 – 3, depending on ship size
Berth Type: solid quay, length: 325 m
Type of Bottom: clay, sediments
The harbour is subject to sea lock sill depth restrictions.

FLUT- UND PONTONHAFEN / TIDAL AND PONTOON HARBOUR

Berths: Several, actual number available depending on the Ship's size
Berth Type: approx. 730 m quay length of which 230 m are at pontoons (carrying capacity: 12 t), rest is solid quay
Type of Bottom: mud
The harbour is subject to tidal restrictions.
The Flut-und Pontonhafen is mainly used as a mooring place for sport boats and as a base for supply shipping and assistance vessels.

AUSRÜSTUNGSHAFEN / OUTFITTING HARBOUR

Berths: 3, including 2 dolphin berths for vessels up to 20,000 dwt
Berth Type: shore length approximately 700 m
Type of Bottom: clay, sediments
The harbour is subject to sea lock sill depth restrictions.

AUSRÜSTUNGSHAFEN NORD / OUTFITTING HARBOUR NORTH

Berths: 1 - 2, depending on ship size
Berth Type: solid quay, length: 170 m
Type of Bottom: clay, sediments
The harbour is subject to sea lock sill depth restrictions.

7.17. Weather and tidal information

Prevailing winds southwest by northwest.

River normally ice free; ice drift occurs under extreme frost (minus 10° to 15° Celsius).

The tidal range is about 3.60 m

Mean High Water: + 4.4m up to 4.6 m chart zero (LAT)

Mean Low Water: + 0.7 m to 0.8 m chart zero (LAT)

8. PORT DESCRIPTIONS

8.1. General

This chapter regards all the rules, regulations, and arrangements for safe navigation in the port.

8.2. Speed

There are no speed limitations within the port area. However, when navigating in port area, ships shall reduce speed in time as far as possible and manoeuvre in such a matter as to not endanger other ships and installations via suction or wash.

8.3. UKC

As per request by Port Authority the UKC is set to 1 meter. No loading/unloading operations are allowed against the tide, if the UKC threatens to fall below 1 meter. Other terminal operators may adjust the UKC depth to their respective berths. For further information see chapter 7.

8.4. Right of way

The Port Authority stipulates that the German Traffic Regulations for Navigable Maritime Waterways (Seeschiffsstraßenordnung) and the International Regulations for Preventing Collisions at Sea 1972 (COLREGs) are in force in the whole port area.

8.5. Spacing of vessels

Caution is advised while navigating in the proximity of moored ships or ships executing manoeuvres.

8.6. Passing arrangements

The rules for safe passing of other ships in the harbour or on the river Jade are stated in the German Traffic Regulations for Navigable Maritime Waterways (Seeschiffsstraßenordnung) and in the Port Regulations.

8.7. Restrictions

Tidal restrictions:

Vessels navigating the harbour approaches with a length of more than 350 m or a draught of more than 16.50 m are restricted by the tide. Additionally, they require permission by the Wasser- und Schifffahrtsamt

Fog restrictions:

Tankers with a total amount of cargo of more than 2000 mt are prohibited to proceed on the River Jade if the visibility is below 1000 m. Smaller tankers need a visibility of at least 500 m.

8.8. Inward bound vessels

See chapter 4.5.

Navigation according to German Traffic Regulations for Navigable Maritime Waterways, Port Regulations and weather restriction is advised.

For vessels awaiting berth, the following roads are available:

- 1) **Deep water anchorage** for large vessels south-westerly of lightship "German Bight"
- 2) **New-North-Weser-Roads and New-South-Weser-Roads** for large and deep draughted vessels south-eastern of light-buoy "3/Jade2"
- 3) **North Schillig Roads** for all vessels except bulk goods carrier transporting cargo of hazard class 1 (minimum UKC: 1 m)
- 4) **South Schillig Roads** for all vessels except bulk goods carrier transporting cargo of hazard class 1 (minimum UKC: 1 m)
- 5) **Quarantine Roads** preferentially for ships under quarantine with a maximum length of 150 m (minimum UKC: 1 m)
- 6) **Explosives Roads** preferentially for ships carrying class 1 dangerous goods and having a maximum length of 150 m (minimum UKC: 1 m)
- 7) **Wanger Roads** for all vessels with a maximum length of 150 m (except oil, gas and chemical tankers, bulk carrier transporting cargo of hazard class 1 (minimum UKC: 1 m))
- 8) **Voslapp Roads** for all vessels having maximum length of 200 m except bulk carrier transporting cargo of hazard class 1 (minimum UKC: 1 m)
- 9) **Wilhelmshaven Roads** for all vessels with a maximum length of 240 m except bulk carrier transporting cargo of hazard class 1 (minimum UKC: 1 m)

8.9. Outward bound vessels

See chapter 4.6.

Navigation according to German Traffic Regulations for Navigable Maritime Waterways, Port Regulations and weather restriction is advised.

8.10. Shifting vessels

The notification rules of chapter 4.5 apply. The vessel master is obliged, to follow the harbour master's instructions of shifting the vessel, caution is advised.

8.11. Docking

Docking regulations as stated in the Port Regulations and in the German Traffic Regulations for Navigable Maritime Waterways. Please check the respective Port Regulations, issued by the terminal operator, for further regulations regarding the docking of ships.

8.12. Display of signals and lights

The lights on a ship in motion must be displayed according to the rules in the Traffic Regulations for Navigable Maritime Waterways (Seeschiffsstraßenordnung) and the International Regulations for Preventing Collisions at Sea 1972 (COLREGs).

On a moored ship at night or in bad visibility conditions, the lights need to be displayed in a way to show the ship's dimensions and overlaying parts. On an anchored ship, the deck lights need to be turned on.

9. PORT DESCRIPTIONS

9.1. General

Facilities and authority assigned to disaster control and emergency management are listed in this chapter.

9.2. Emergency contacts

Fire Brigade:

Feuerwehr Wilhelmshaven

Mozartstraße 11 - 13

26382 Wilhelmshaven

Emergency number: 112

Telephone: +49-4421 – 16-3753

Telefax: +49-4421 - 9818-156

Police:

River Police Headquarters

Mozartstraße 29

26382 Wilhelmshaven

Emergency Number: 110

Telephone: +49-4421-94 28 32

Telefax: +49-4421-94 28 00

Firefighting tugs:

Schleppgemeinschaft Wilhelmshaven

Neuer Vorhafen

26384 Wilhelmshaven

Telephone: +49-4421-4 26 60

+49-471-48 74 22

German Maritime Search and Rescue Association

DGzRS (Deutsche Gesellschaft zur Rettung Schiffbrüchiger)

Werderstraße 2

28199 Bremen

Telephone: +49-421-537 070
Telefax: +49-421-537 07 690
E-Mail: info@seenotretter.de

9.3. Emergency response equipment

In the Port of Wilhelmshaven are, among other equipment, firefighting tugs, oil barriers, medical emergency facilities etc. available.

9.4. Emergency coordination centre

Central Command for Maritime Emergencies/Havariekommando:

Maritime Report and Assessment Centre (MERAC)/Maritimes Lagezentrum (MLZ)
Am Alten Hafen 2
27472 Cuxhaven
Telephone: +49 30-18 5420 1400
Telefax: +49 30-18 5420 2009

Disaster Assistance (Katastrophenschutz) is exercised under the supervision of Wilhelmshaven Fire Department:

Fire Brigade and Civil Defence Centre
Güterstraße 60
26389 Wilhelmshaven
Telephone: +49 4421-16 3811
Telefax: +49 4421-1603840

Maritime Rescue Coordination Centre:

Seenotleitung DGzRS (MRCC) Bremen
Telephone: +49 421-536 870
Telefax: +49 421- 536 8714
E-Mail: info@seenotretter.de

9.5. Emergency scenarios

Several contingency and emergency plans are issued by the City of Wilhelmshaven, regarding the terminals of NOW, WRG (HES) and UVG (Vynova), situated on the River Jade.

10. PORT DESCRIPTIONS

10.1. General

This chapter states the present ISPS security level in the Port of Wilhelmshaven and the designated authority, responsible for supervising the Port Security.

10.2. Present ISPS security level information

Present Level: 1



10.3. Reporting to port facilities

Designated Authority is the Niedersachsen Port GmbH headquarter Oldenburg.

Niedersächsisches Ministerium für Wirtschaft, Arbeit, Verkehr und Digitalisierung

-Hafenbehörde-

c/o Niedersachsen Ports GmbH & Co. KG

-Zentrale-

Hindenburgstr. 26-30

26122 Oldenburg

Telephone: +49 5(11) 120 5760

Telefax: +49 (441) 350 20 999

E-mail: portsecurity@port-authority.de

Port Authority for Wilhelmshaven:

Hafenbehörde/Port Authority

c/o Niedersachsen Ports GmbH & Co. KG

Niederlassung Wilhelmshaven

Pazifik 1

26388 Wilhelmshaven

Harbour Master's Office

Telephone: +49-4421-40980 -990

E-Mail: wilhelmshaven@port-authority.de

11. PORT DESCRIPTIONS

11.1. General

This chapter provides information regarding all nautical services in the port and on the River Jade.

11.2. VTS

The VTS on the River Jade is mandatory for all vessels over 50 m in length and all vessels carrying dangerous goods. It is controlled by Water and Shipping Directorate with its regional sub-organization Wasser- und Schifffahrtsamt (WSA) Wilhelmshaven through radio station Jade Traffic.

The Port of Wilhelmshaven does not maintain an own VTS, this service is covered by WSA Wilhelmshaven.

Reporting Points:

All vessels (inward or outward bound) should report before (outbound: before leaving the port) navigating on the river Jade stating vessels name, position, dimensions and destination as follows:

“Jade Traffic”

Between light-buoys 1 and 33

inbound on channel 63

outbound on channel 20

Watchkeeping should be maintained between light-buoys 3 and 33.

11.3. Pilotage

In charge of approach and harbour pilot services:

Lotsenbrüderschaft (Pilots' Guide) WeserII/Jade

Am Alten Vorhafen 12

27568 Bremerhaven

Tel.: +49-471-94 42 42

E-Mail: dispo@weserjadepilot.de

Lotsenwachstation (Pilots' Office) Wilhelmshaven Schleusenstraße 2

26382 Wilhelmshaven

Tel.: +49-4421-99 46 97

Fax: +49-4421-99 46 99

between 0700 – 1600 hours (otherwise obtainable via Bremerhaven)

Approach pilots:

Certain types of ships are required to take on a pilot while navigating the traffic separation are “Jade Approach” between lightship “GB” and buoy “TG18”.

Section	Type of ship	Overall length in meters or	Max. beam in meters or	Draught in meters
1. Up to and including the outermost position of the pilot ship (except the following anchorages and roads: Nord-Reede, Neue Weser-Reede, Blexen- Reede, Wilhelmshaven- Reede)	a) Tankers conforming to § 30 Section 1 of the Sea Traffic Act (SeeSchStrO)	All	all	all
	b) other seagoing vessels	≥90	≥13	≥8
2. Between the pilot transfer position at the lightship "GB" and the outermost position of the pilot ship and vice-versa.	a) Tankers conforming to § 30 Section 1 of the Sea Traffic Act (SeeSchStrO)	≥150	≥23	
	b) other bulk goods vessels	≥250	≥40	≥13.5
	c) other seagoing vessels	≥350	≥45	
3. From the pilot ship to the outermost position of the pilot ship in the vicinity of the "3/Jade2" light buoy if the pilot boat has taken up its bad weather position nearer the River Weser.	Seagoing vessels other than tankers conforming to § 30 Section 1 of the Sea Traffic Act (SeeSchStrO)	≥170	≥28	

The Pilots for other ships are stationed near the "3/Jade2" light-buoy, weather permitting, and otherwise near Minseneroog.

Radar monitoring:

The vessel traffic in the German Bight and on the River Jade is monitored by radar and supported and supervised by a maritime Vessel Traffic System. Vessels over 50 m in length are required to report to Traffic Control Wilhelmshaven on entering and leaving the harbour.

Radar monitoring is provided by "Jade Radar" on VHF channels 16/63/20, whenever

1. visibility falls below 2000 m between Weser light-buoy and Wilhelmshaven
2. the pilot vessel is at its bad weather position, i.e. for the route up to the pilot vessel or for outbound vessels from the pilot boat to the end of the approach.
3. light buoys have been removed
4. when required to do so by the river traffic police
5. a ship's command requests support.

Ships must take on a pilot even with land-based radar monitoring.

Harbour pilots:

Harbour pilots are available at any time. Inbound vessels are usually staffed with a harbour pilot, depending on the vessels size, draught and destination berth, upon reaching buoy 33.

Deep Sea Pilots:

Deep sea pilots can be applied for at the Lotsenbrüderschaft Elbe, Lotsbezirk II (German Deep Sea Pilot Association, Elbe Branch)

Telephone: +49-48 52-8 72 46

Telephone: +49-48 52-8 72 95 (24/7)

The assistance of a pilot may also be obtained for the coastal shipping lanes in the Inner German Bight; the piloted stretch is from south of the "Borkumriff" light-buoy to the position of the pilot vessel (Jade/Weser/Elbe).

11.4. Tugs

A sufficient number of tugs are available day and night. Tugs will use their own line from the towing winch.

Ordering via your agent or directly:

Jade Dienst GmbH & Co. KG

Schleusenstraße 22

26382 Wilhelmshaven

Telephone: +49-4421-15 45 0

Telefax: +49-4421-15 45 10

E-Mail: jade-dienst@jade-dienst.de

Schleppgemeinschaft Wilhelmshaven

Neuer Vorhafen

26384 Wilhelmshaven

Telephone: +49-4421-4 12 10

Telefax: +49-4421-4 26 60

VHF: "Wilhelmshaven Port" Channel 11

11.5. Mooring

Taking services of boatmen is compulsory. Ordering via your agent or directly:

Jade Dienst GmbH & Co. KG

Schleusenstraße 22

26382 Wilhelmshaven

Maritime Logistics Center:

Telephone: +49-4421-15 45 – 80 / -81/ -82/ -34/ -35

VHF: "Wilhelmshaven Port" Channel 11

11.6. Lashing of cargo

Via agent.

12. PORT DESCRIPTIONS

12.1. General

This chapter states all the available channels which are relevant for communication on the River Jade and in the harbour area.

12.2. VHF channels nautical communication

Jade Traffic	Channel 20 /63
Schleusenbetrieb Wilhelmshaven Lock	Channel 13
Port Traffic and direct contact to the Bridges (Deichbrücke, Rüstringer Brücke, Kaiser-Wilhelm-Brücke)	Channel 11
Wilhelmshaven Naval Port (and Jachmannbrücke) (for through-going traffic to the sea lock only, call sign "Wilhelmshaven Naval Port Radio", (workdays 0700 – 1530 hrs))	Channel 11
"Wilhelmshaven Port"	Channel 11

13. PORT DESCRIPTIONS

13.1. General

This chapter gives an overview over the regulations dealing with cargo and cleaning operations.

13.2. Loading/Discharging procedures

The rules regarding the safe loading and unloading operations stated in the Port Regulations, the Terminal byelaws and in the German Traffic Regulations for Navigable Maritime Waterways apply accordingly.

13.3. Cleaning procedures

Cleaning procedures must be requested to the respective terminal or port basin operator. Cleaning may commence after permission is given by the operator.

See also chapters 14.3, 14.4.

14. PORT DESCRIPTIONS

14.1. General

This chapter contains information on the rules and regulations regarding ship operations in the port area.

Not permitted:

- navigating the harbour area with a sport boat
- berthing a sport boat or a houseboat
- bathing and fishing in the harbour area
- training purposes in the harbour area.

Exempted are the areas specifically designated by the port authority for these activities.

Permitted:

- painting, provided measures are in place to prevent spillage into the water

14.2. Lowering boats and rafts

Before lowering boats and rafts, contact Port Authority for permission.

14.3. Maintenance and repair

Hot works – repairs involving or with a risk of fire or sparks.

Before starting repairs, a Port Authority's Permit is compulsory for all hot works.

Special regulations apply for hot works on Tanks:

- in tanks and their accessories assigned to transporting flammable gases or liquids. For this case, an officially appointed surveyor must certify that the work area is free from any cargo residues.
- on tankers, whose tank compartments haven't been vented an officially appointed surveyor has to certify that the work area is free from any cargo residues.

Hot works are only permitted when an approval is given by the authority in written form.

14.4. Underwater inspection/cleaning

Inspection activities outboard or under water must be requested to the Port Authority.

14.5. Decommissioning of main engine

Decommissioning of main engine must be requested to Port Authority

15. PORT INSPECTIONS

15.1. General

This chapter describes all relevant inspections that one can expect in the port of Wilhelmshaven.

15.2. Inspections from Port State Control

The Paris Memorandum of Understanding (MOU) on Port State Control aims at eliminating the operation of sub-standard ships through a harmonized system of Port State Control inspections on foreign ships in the Paris MOU ports. The organization consists of 25 participating member states and covers the waters of the European coasts and the North Atlantic basin from Canada to Europe.

The German Port State Control is carried out by BG Verkehr (former See-BG).

Further information on Port State Control can be found on www.parismou.org, www.emsa.eu and www.deutsche-flagge.de/en/pscen?set_language=en

15.3. Inspections from other parties

During the ship's stay in the port, the ship may be visited by officials representing the Harbour Master, the Port Operations Office, German Customs or Water Police for inspections and checks on standards for cargo handling and regulations, such as port rules. Furthermore, MARPOL inspections may be carried out on behalf of Port State Control.

The Trade Supervisor Office will control the bunker sulphur content in the name of Wilhelmshaven Port Authority.

The ship's officers are responsible for ensuring that officials have access to all relevant ship's documents and facilities.

16. PORT DESCRIPTIONS

16.1. General

This chapter contains information about available port services.

16.2. Fuel and lubrication oil

All grades of oil available, usually per barge. In the Inner Harbour also possible by road tanker (not for all berths).

In order to prevent oil spills, a Pre-Transfer-Checklist (e.g. Checklist Bunkering for Jade Dienst GmbH) has been introduced. This checklist is provided by the supplier of bunkers and must be completed and signed by both the ship's officer on duty and the skipper of the bunker barge or driver of the road tanker before bunker transfer can commence.

16.3. Fresh water

Supplied by Stadtwerke Wilhelmshaven via Jade Dienst GmbH at all major berths. Oil Terminals may offer other private freshwater services at their respective berths. Service can be ordered via agents.

16.4. Stores

Can be ordered via agents. Supply by truck in the Inner Harbour and Hooksiel Outer Harbour. Terminal supply by barge.

16.5. Shore based electricity

For further information in this point, please check chapter 7 for your respective terminal or harbour basin.

16.6. Waste

Please check chapter 4.9.

16.7. Repairs

Several special workshops for ships and engines as well as ship and boat yards are situated in the City of Wilhelmshaven. (Contact can be arranged via agents.)

16.8. De-ratting

See chapter 4.2 (Notification on Health)

16.9. Surveyors

Several Surveyors are available. Services can be ordered via agents.

16.10. Shipping agents

Several agents are available. Please check the following websites:

Frachtcontor Junge & Co	www.frachtcontor.de
Neptun Schifffahrts-Agentur GmbH	www.neptunship.de
Rhenus Midgard GmbH & Co. KG	www.de.rhenus.com
Sartori & Berger	www.sartori-berger.de
Vereinigung Wilhelmshavener Schiffsmakler- und Schiffsagenturen e.v.	
Email:	vwss@frachtcontor.de
BPS Beutler Port Service GmbH	www.bps-bremerhaven.de

16.11. Medical facilities

All medical facilities are available. Supervised for maritime services by:

Gesundheitsamt Stadt Wilhelmshaven
Hafenärztlicher Dienst (Port Health Authority)
Gökerstraße 68
26384 Wilhelmshaven
Telephone: +49-4421-1615 71
Fax: +49-4421-16-411571
Email: haed@ wilhelmshaven.de

16.12. Seaman's Mission

There is one Seamen's Mission in Wilhelmshaven. It offers recreational facilities, telephone, and internet services as well as transport to and from the ship.

Deutsche Seemannsmission in Wilhelmshaven e.V.
Hegelstraße 1
26384 Wilhelmshaven
Telephone: +49-4421-99 34 50
Telefax: +49-4421-99 34 51
E-Mail: info@dsm-whv.de

16.13. Transport

Linked to the motorway network via A29 to Oldenburg via several motorway junctions.
Access to the railway network via Wilhelmshaven City Station.

The Ems-Jade Canal connects Wilhelmshaven and Emden. It is 70 km long, with 6 locks, 15 fixed and 27 moveable bridges.

Max. permitted dimensions of vessels: length 33 m, beam 6.2 m, draught 1.7 m, headroom of bridges 3.8 m, speed limit 8 km/h.

The Airfield Mariensiel is located directly to the south-west of Wilhelmshaven. Opening hours: 0800 – sunset + 30 min., max. 2100 hrs loc, other times PPR. Maximum take-off weight: 12 tons.

Next international Airport: Airport Bremen. Approximately a 100 km away from Wilhelmshaven.