

# PORT INFORMATION GUIDE

WILHELMSHAVEN  
AUGUST 2011





Aerial Photograph of the City and the Port of Wilhelmshaven



City arms of Wilhelmshaven

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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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## **CONTACT PORT**

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c/o Niedersachsen Ports GmbH & Co. KG  
Niederlassung Wilhelmshaven  
Neckarstrasse 10  
26382 Wilhelmshaven  
Germany

Telephone: +49-44 21 48 00-0  
Telefax: +49-44 21 48 00-599  
E-mail: wilhelmshaven@port-authority.de

## **CONTACT PERSON FOR PORT INFORMATION**

Harbour Master: Lutz Wilhelm

Telephone: +49-4421-4800 200  
E-mail: lwilhelm@nports.de

## **WEBSITE OF THE PORT**

[www.nports.de/Häfen/wilhelmshaven](http://www.nports.de/Häfen/wilhelmshaven)  
[www.wilhelmshaven-port.de](http://www.wilhelmshaven-port.de)

## **WEBSITE OF THIS DOCUMENT**

<http://www.<name of port>.com/en/maritime/seashipping/index.jsp>

<http://www.harbourmaster.nl/countries/germany/wilhelmshaven.html>

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Harbour Master of the Port of Wilhelmshaven  
Captain Lutz Wilhelm  
Master-Mariner





# 1 Foreword

# Harbour Master



## PART I | 1. FOREWORD HARBOUR MASTER

---

### 1.1 GENERAL

Due to the History of this Port I, the Harbour Master of the federal Port Authority together with my staff and on behalf of my colleagues, the Naval Harbour Master and the Harbour Master of the City-Port, would like to give you and your crew a warm welcome in 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 20<sup>th</sup> 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 have to 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. My final owing goes to everybody who was helpful on developing this Guide.

### 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 windpower and all kind of services to the new Container Port which indicate that the Port of Wilhelmshaven has to grow a lot over the next decades. All this developments have to match with the safe and environmental friendly performance of the existing port.

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

## PART I | 1. FOREWORD HARBOUR MASTER

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### 1.3 PORT PERFORMANCE

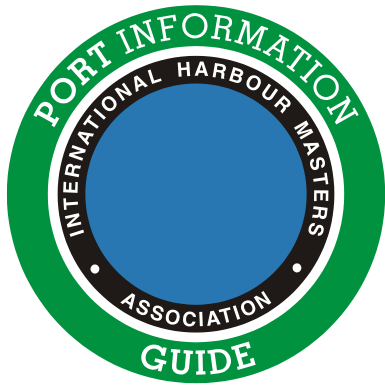
During the year 2010 the following goods were handled in the Port of Wilhelmshaven:

<b>Goods</b>	<b>tons</b>
Project cargo	5.586
Chemical products	433.256
Steel and its byproducts	9.190
LPG	24.171
Oil and its products	22.192.674
Coal (diverse)	1.842.775
Bulk cargo (sands, stones, sulfur...)	1.136.340
Wood	17.279
<b>Total</b>	<b>25.661.271</b>

Oil and its byproducts were the main trading good in the harbour with a percentage of nearly 87 %.



# 2 Contact information and regulations



## PART I | 2. CONTACT INFORMATION AND REGULATIONS

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### 2.1 GENERAL

Niedersächsisches Ministerium für Wirtschaft, Arbeit und Verkehr, Hafenbehörde  
c/o Niedersachsen Ports GmbH & Co. KG  
Niederlassung Wilhelmshaven  
Neckarstraße 10  
26382 Wilhelmshaven  
Germany

### 2.2 CONTACT INFORMATION

Harbour Master's Office

Telephone: +49-4421-48 00200  
Telefax: +49-4421-48 00596  
E-Mail: portauthority-whv@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 bye-laws and other regulations.

Port Operation Office

Telephone: +49-171-72 41088  
Telefax: +49-4421-48 00596  
E-Mail: portauthority-whv@nports.de

The Port Operation 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 Operation 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 on

[http://www.wilhelmshaven.niedersachsenports.de/main/Hafeninfos/HBV\\_WHV](http://www.wilhelmshaven.niedersachsenports.de/main/Hafeninfos/HBV_WHV)

The Port Regulations enforced by the federal state government can be found online:

<http://www.recht-niedersachsen.de/96000/nhafeno.htm> (german only).

## **PART I | 2. CONTACT INFORMATION AND REGULATIONS**

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### **2.4 EXEMPTIONS AND PERMITS**

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

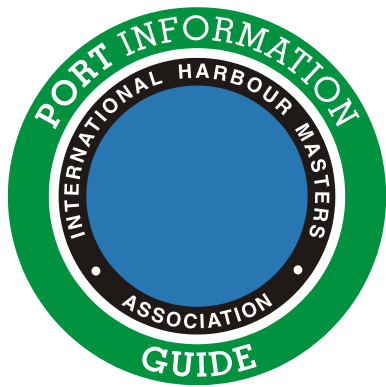
The Port Authority can give permission for Hot Works.

### **2.5 RECENT IMPORTANT AMENDMENTS TO LAW**

No recent amendments existing.



# 3 Arrival and Departure Checklists



## **PART II | 3. ARRIVAL AND DEPARTURE CHECKLISTS**

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### **3.1 GENERAL**

All ships have to 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.

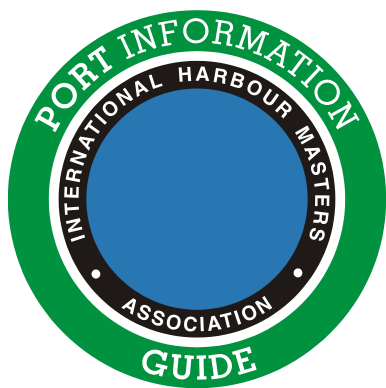
### **3.2 ARRIVAL CHECKLISTS**

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

### **3.3 DEPARTURE CHECKLISTS**

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

# 4 Notification



## PART II | 4. NOTIFICATION

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### 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 new ship, the master also has to prepare a copy of the ship's particulars for the Port Health Authority.

Contact:  
 Gesundheitsamt Stadt Wilhelmshaven  
 Hafenärztlicher Dienst (Port Health Authority)  
 Gökerstraße 68  
 26384 Wilhelmshaven  
 Telephone: +49-4421-1615 71  
 Fax: +49-4421-1641 1571  
 Email: haed@stadt.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:

- Crewlist 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  
 Adalbertstraße 18

## PART II | 4. NOTIFICATION

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26382 Wilhelmshaven  
Schiffsabfertigung +49-4421-480 7217  
Fax: +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 send immediately after leaving the previous port.

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

### 4.6 ETD

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

### 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 24 hrs 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).

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

### 4.9 WASTE

A waste notification specifying the amount of all types of waste on board and indicating the intended disposal has to be effected to the Port Authority 24 hrs before arrival by electronic message.

## PART II | 4. NOTIFICATION

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Notification of ship-generated waste:

[http://www.wilhelmshaven.niedersachsenports.de/upload/UserFiles/MARPOL\\_VESSELS\\_NOTIFICATION\\_OF\\_WASTE.pdf](http://www.wilhelmshaven.niedersachsenports.de/upload/UserFiles/MARPOL_VESSELS_NOTIFICATION_OF_WASTE.pdf)

Further information on the enforcement of MARPOL in the port of Wilhelmshaven:

<http://www.wilhelmshaven.niedersachsenports.de/main/Hafeninfos/marpol> (german only)

All vessels are charged with a fee for the disposal of wastes. By payment of this fee to an appointed contractor ships are entitled to receive a reimbursement. To receive a reimbursement the ship-owner or their agents have to present the original invoice and the contractor's report on the type and amount of waste to the port operators.

The port operators reimburse 70 % of the costs in accordance with the agreed acceptable waste amounts and conditions.

The waste notification shall include the amount of sludge, slops and bilge water intended for disposal.

Barges or road tankers for reception of slop, oily wastes etc. are available. For detailed information on waste disposal check the subparagraphs in chapter 7 for your respective terminal or harbour basin.

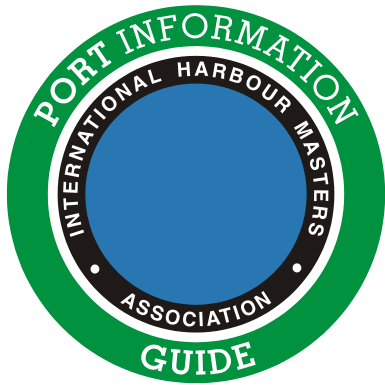
The Pre-Transfer-Checklists (e.g. Checklist Bunkering) are to be obeyed.

### 4.10 IOPP

Certification of the existence of a current IOPP-Certificate.

### 4.11 EXPLANATION OF REPORTING CODES

# 5 Documentation



## PART II | 5. DOCUMENTATION

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### 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 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:

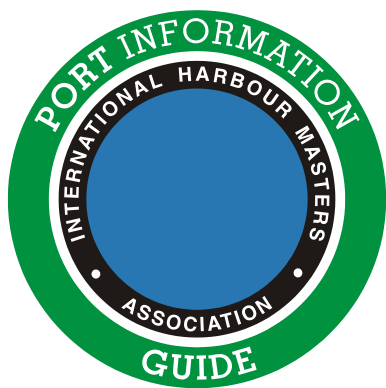
- SOLAS 74
- MARPOL 73/78 (especially garbage record book, oil record book)
- Load Line Rules 1966

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



## PART II | 6. REPORTING

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### 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
  - Flagstate
  - 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 hrs before arrival. In case of running time being less than 24 hrs between ports, a notification issued immediately after leaving the port will satisfy the obligation.

Freed of the aforementioned reporting obligation are:

- Passenger ship's operating on a regular schedule
- Ship's, fulfilling a public task set by a legal person of public law
- Rescue and Fire-fighting ship's
- Pilot ship's
- Fishing boats in their respective port of registry
- Tugs, without requiring a berth, who aid other ship's during maneuvering 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 Operation Office  
 Telephone: +49-171-72 41088  
 E-Mail: [portauthority-whv@nports.de](mailto:portauthority-whv@nports.de)

## PART II | 6. REPORTING

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### 6.2 ISSUES TO BE REPORTED

Apart from temporary testing immediately before leaving the port, the moored ship's main engine and maneuver 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
- Ship's that are sinking or likely to sink or drifting
- Any damage to port facilities
- Hot works

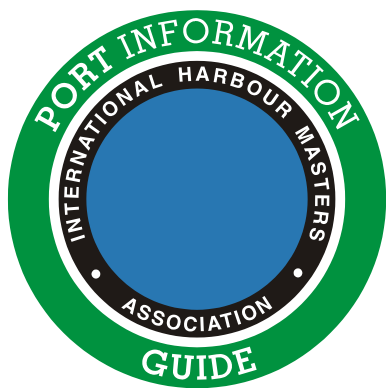
For handling of dangerous goods, harmful substances and marine pollutants, oil and its by-products, the following data needs to be reported by the vessel master as well as the transport company:

- 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 ship's 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 Description



## PART III | 7. PORT DESCRIPTION

---

### 7.1 GENERAL

The Port of Wilhelmshaven is situated in the Jade Bay, approx. 29 nm away from the light buoy "Jade 1". Wilhelmshaven is the only deep-sea 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 will turn to one of the most important German harbours.

### 7.2 DEVELOPMENTS

Usual maintenance is conducted. A new deep-sea container harbour for Mega-Container Carrier, the Jade-Weser-Port is currently being built on the outskirts of the city, situated in the deep Jade-River fairway, which is designed for 3 million TEU per year.

### 7.3 PORT LOCATION

53° 31' 48" N 8° 7' 31" E  
UNLOC Code: DEWVN

### 7.4 PORT LIMITS

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

#### HOOKSIEL OUTER HARBOUR

Approach:  
Water depth: 1.6 m LAT  
Tidal range: 3.6 m  
UKC: 0.5 m  
Maximum draught in approaches: due to the tide

Alongside:  
Water depth: 1.6 m LAT  
UKC: 0.5 m  
Maximum draught: due to the tide

#### INEOS TANKER JETTY AT VOSLAPPER GRODEN

Approach:  
Water depth: 14.1 m LAT  
Tidal range: 3.6 m  
UKC: 0.5 m to 1 m  
Maximum draught in approaches:  
Ships with a draught over 16 m are restricted by tide, approach of tanker jetty only at high tide.

## PART III | 7. PORT DESCRIPTION

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Alongside:

Water depth: 8.5 m

UKC: 0.5 m

Maximum draught: 8 m

### WRG TANKER JETTY

Approach:

Water depth: maximum 18 m

Tidal range: 3.5 m

UKC: 1 m

Maximum draught in approaches: 17 m

Ships with a draught over 16 m are restricted by tide, approach of tanker jetty only at high tide.

Alongside:

Water depth:

- Jetty 1: 18.0 m LAT

- Jetty 1A: 13.5 m LAT

- Jetty 2: 9 m LAT

- Jetty 3: 7 m LAT

UKC: jetty 1/1A: 1 m; jetty2/3: 0.5 m

Maximum draught: 17 m

### JADEWESERPORT (EUROGATE)

Approach:

Water depth: 16.50 m LAT

UKC: at least 1 m

Maximum draught in approaches: 16 m

Alongside:

Water depth: up to 18 m

UKC: at least 1 m

Maximum draught: on demand

### NIEDERSACHSENBRÜCKE (RHENUS MIDGARD)

Water depth: 16.50 m LAT

Tidal range: 3.6 m

UKC: minimum 1 m

Maximum draught in approaches: 18.50 m

Ships with a draught over 16 m are restricted by tide, approach of bridge only at high tide.

Alongside:

Water depth: outer berth: 18.6 m LAT, inner berth 8.1 m LAT

UKC: minimum 1 m

Maximum draught: 18.50 m

## PART III | 7. PORT DESCRIPTION

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### NORD-WEST-ÖLLEITUNG GMBH / NWO TANKER JETTY

Water depth: 17.60 m (deeper only on demand)

Tidal range: approx. 3.7 m

UKC: Minimum 10 % of actual draught or 1 m + ship's squat at 10 kn

Maximum draught in approaches: 18 m (varies due to water depth)

Ships with a draught over 16 m are restricted by tide, approach of tanker jetty only at high tide.

Alongside:

Water depth: 16 m (Berth 1/2)

19 m (varies) (Berth 4)

UKC: 0.6 m or 1.5 % of ship's beam, whichever is greater (Berth 1/2)

1 m or 1.5 % of ship's beam, whichever is greater (Berth 4)

Maximum draught: 15.4 m (Berth 1/2)

18m (Berth 4)

### ALTER VORHAFEN (HELGOLANDKAI / WANGEROOGKAI)

Approach:

Water depth: 3.2 m LAT

Tidal range: 3.9 m

UKC: 0.5 m

Maximum draught in approaches: due to the tide

Alongside:

Water depth: 3.2 m LAT

UKC: nil

Maximum draught: due to the tide

### FLUT- UND PONTONHAFEN

Approach:

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

### NORDHAFEN

#### BRAUNSCHWEIG KAI

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

Tidal range: 3.6 m

UKC: 0.5 m

Maximum draught in approaches: 11.50 m

## PART III | 7. PORT DESCRIPTION

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Alongside:

Water depth: 11.50 m at sea level, NN + 1.1 m

### LÜNEBURG KAI

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

Tidal range: 3.6 m

UKC: 0.5 m

Maximum draught in approaches: 10.50 m

Alongside:

Water depth: 11 m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: 10.5 m

### OSNABRÜCKER AND HILDESHEIMER UFER

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

UKC: 0.5 m

Maximum draught in approaches: 8 m

Alongside:

Water depth: 6 m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: 8 m

### HANNOVER KAI

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

UKC: 0.5 m

Maximum draught in approaches: 11 m

Alongside:

Water depth: 11 m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: 11 m

## AUSRÜSTUNGSHAFEN (WILHELMSHAVEN CITY-PORT) AND AUSRÜSTUNGSHAFEN NORD

### AUSRÜSTUNGSHAFEN

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

UKC: 0.5 m

Maximum draught in approaches: 9 m

Alongside:

Water depth: minimum 6.5m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: 9 m

## PART III | 7. PORT DESCRIPTION

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### AUSRÜSTUNGSHAFEN NORD

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

UKC: 0.5 m

Maximum draught in approaches: 6.5 m

Alongside:

Water depth: minimum 10 m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: 6.5 m

### VERBINDUNGSHAFEN / SÜDWESTKAI (WILHELMSHAVEN CITY-PORT)

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

UKC: 0.5 m

Maximum draught in approaches: 9 m

Alongside:

Water depth: 10 m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: 9 m

### VERBINDUNGSHAFEN / NORDWESTKAI (WILHELMSHAVEN CITY-PORT)

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

UKC: 0.5 m

Maximum draught in approaches: 7.5 m

Alongside:

Water depth: 8 m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: 7.5 m

### GROßER HAFEN WITH NORD-GAZELLE-BRÜCKE AND BONTE KAI

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

UKC: 0.5 m

Maximum draught in approaches: -

Alongside:

Water depth: 8 m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: -

### HANDELSHAFEN

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

## PART III | 7. PORT DESCRIPTION

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UKC: 0.5 m

Maximum draught in approaches: -

Alongside:

Water depth: 4.8 m to 6 m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: -

### KANALHAFEN

Approach:

Water depth: 8 m LAT, sea lock sill depth: 11 m

UKC: 0.5 m

Maximum draught in approaches: -

Alongside:

Water depth: up to 5 m at sea level, NN + 1.1 m

UKC: 0.5 m

Maximum draught: 4.5 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: 20 m
- Draught outbound: 19 m
- LOA: 350 m
- Beam: 52 m

After commissioning of the JadeWeserPort the maximum length will be raised to 430 m, the beam to 60 m.

### HOOKSIEL OUTER HARBOUR

Max. LOA: 60 m

## PART III | 7. PORT DESCRIPTION

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### INEOS TANKER JETTY AT VOSLAPPER GRODEN

Maximum DWT: 12,000 dwt  
Max. LOA: 137 m

### WRG TANKER JETTY

#### JETTY 1:

Maximum DWT: 250,000 dwt  
Max. Draught: 17 m  
Max. LOA: 350 m

#### JETTY 1A:

Maximum DWT: 48,000 dwt  
Max. Draught: 11.5 m  
Max. LOA: 230 m

#### JETTY 2:

Maximum DWT: 15,500 dwt  
Max. Draught: 8.5 m  
Max. LOA: 150 m

#### JETTY 3:

Maximum DWT: 11,000 dwt  
Max. Draught: 6.5 m  
Max. LOA: 135 m

### JADEWESERPORT

Maximum: 20,000 TEU  
Max. LOA: 430 m  
Max. Beam: 58 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

### NORD-WEST-ÖLLEITUNG GMBH / NWO TANKER JETTY

Maximum DWT: 130,000 mt (Berth 1/2)  
260,000 mt (Berth 4)  
Max. Displacement: 142,500 mt (Berth 1/2)  
350,000 mt (Berth 4)  
Max. LOA: 350 m (Berths 1/2/4)  
Max. Beam: 52 m (Berths 1/2/4)

Minimum total parallel body length (PBL): 40 m (Berths 1/2)  
110 m (Berth 4)  
Minimum PBL forward/aft of Manifold 20 m (Berths 1/2)  
50/60 m (Berth 4)

## PART III | 7. PORT DESCRIPTION

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### ALTER VORHAFEN (HELGOLANDKAI / WANGEROOGKAI)

Max. LOA: 90 m

### FLUT- UND PONTONHAFEN

Max. LOA: 45 m

### NORDHAFEN

### BRAUNSCHWEIG KAI

Max. LOA: 300 m

### LÜNEBURG KAI

Max. LOA: 250 m

### OSNABRÜCKER AND HILDESHEIMER UFER

Max. Displacement: 8000 t

Max. LOA: 120 m

### HANNOVER KAI

Max. LOA: 300 m

### AUSRÜSTUNGSHAFEN (WILHELMSHAVEN CITY-PORT) AND AUSRÜSTUNGSHAFEN NORD

#### AUSRÜSTUNGSHAFEN

Maximum DWT: approx. 20,000 dwt

#### AUSRÜSTUNGSHAFEN NORD

Max. LOA: 120 m

### VERBINDUNGSHAFEN/SÜDWESTKAI (WILHELMSHAVEN CITY-PORT)

Not specified

### VERBINDUNGSHAFEN/NORDWESTKAI

Not specified

### GROßER HAFEN WITH NORD-GAZELLE-BRÜCKE AND BONTE KAI

Not specified

### HANDELSHAFEN

Not specified

### KANALHAFEN

Not specified

### 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 has to 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.

## PART III | 7. PORT DESCRIPTION

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Anchoring is forbidden, exempted the use of red marked dolphins for mooring if the vessel has to 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.  
Inner sill: 13.65 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, Good Friday, Easter Monday, Labour Day (May 1), Ascension Day, Whit Monday, German National Holiday (October 3), Christmas Day/Boxing Day

## 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 waterways connection.

## 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):

NWO tanker jetty:	classes 3.1/3.3 K0/K1/K2/K3
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## PART III | 7. PORT DESCRIPTION

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Niedersachsenbrücke:	classes 4.1/8 K8
WRG tanker jetty:	classes 3.1/3.2/3.3/2.1 K0/K1/K2
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

Up-to-date shipping announcements are available via: [www.elwis.de](http://www.elwis.de)

### 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

Sewage reception

Waste disposal

Stationary bunkering

2,600 sqm paved stockyard, parking and traffic areas

#### INEOS TANKER JETTY AT VOSLAPPER GRODEN

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.

## PART III | 7. PORT DESCRIPTION

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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 INEOS mooring plan.

Repairs of any kind need to be requested to INEOS.

### WRG TANKER JETTY

The tanker jetty handles the transshipment of crude oil and their products of dangerous goods class 3 (flammable liquids) of the IMDG Code.

The terminal provides two pontoons with 5 tug berths.

Tug use is compulsory (see WRG Tug-Guideline for minimum requests).

Harbour pilot use is mandatory.

Mooring requirements as listed in the WRG Mooring regulation.

Fuel/Diesel oil bunker available by barge.

Fresh water available via berth.

Waste disposal possible.

Store supply via barge, permission needs to be granted by WRG.

Hot works, repairs and all work liable to causing sparks are not permitted. All other repairs need to be requested to WRG.

Storage facilities: tank farm with 1.3 million cu m capacity for crude oil and its products

### JADEWESERPORT

Electricity and fresh water connections

160 hectares logistics zone, rail sidings

16 gantry cranes

### NIEDERSACHSENBRÜCKE (RHENUS MIDGARD)

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

1 gantry crane with grab and hook equipment, SWL: 32/40 t. 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

## PART III | 7. PORT DESCRIPTION

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### NORD-WEST-ÖLLEITUNG GMBH / NWO TANKER JETTY

The tanker jetty is restricted to vessels carrying dangerous goods of class 3 (flammable liquids) of the IMDG Code.

Repairs of any kind are to be requested to NWO and may only commence after permission by NWO. Additionally, all repairs have to be reported to the respective Port Authority and need to be granted by them. The NWO Hafenbenutzungsvorschrift applies accordingly.

Tug use is compulsory as stated in the Schlepper Guideline NWO (Tug Guideline NWO) .

Mooring requirements as listed in the NWO Mooring regulation.

No ballast water /slop reception available at the tanker jetty.

Disposal of cargo residues possible.

Waste disposal possible.

Fuel/Diesel oil bunker available by barge.

Fresh water available via berth.

Ship stores supply feasible by barge, possible via berth if the delivered ship stores are less than 500 kg.

Storage facilities: crude oil tanks: 1.6 million cu m capacity.

### ALTER VORHAFEN (HELGOLANDKAI / WANGEROOGKAI)

Electricity and fresh water connections

Sewage disposal

Storage facilities: 5,600 sqm quay area, 9,000 sqm parking and stock yard area

### FLUT- UND PONTONHAFEN

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 fresh water connections

Slipway for small vessels and sport boats

Limited storage space

### NORDHAFEN

#### BRAUNSCHWEIG KAI

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

One Ro/Ro-ramp (35.5 m wide)

Electricity and fresh water connections

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

#### 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 fresh water connections

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

## PART III | 7. PORT DESCRIPTION

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### 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 ship yards for commercial vessels and sport boats.  
Extensive covered and open storage areas for sport boats, rail siding.

### HANNOVER KAI

No stationary transshipment equipment.  
Electricity and fresh water connections  
Storage facilities: 4,000 sqm paved quay area, approx. 20,000 sqm assembly area, rail siding

### AUSRÜSTUNGSHAFEN (WILHELMSHAVEN CITY-PORT) AND AUSRÜSTUNGSHAFEN NORD

#### AUSRÜSTUNGSHAFEN

No stationary transshipment equipment.

#### AUSRÜSTUNGSHAFEN NORD

No stationary transshipment equipment.  
Railway siding  
Storage facilities: 5,000 sqm quay area, 25,000 sqm uncovered area

### VERBINDUNGSHAFEN / SÜDWESTKAI (WILHELMSHAVEN CITY-PORT)

1 mobile crane, 35 t, with container hoisting device  
Electricity and fresh water connections  
Railway ramp  
50 t weighbridge  
Storage facilities: 15,000 sqm quay partly paved, rail siding, 6,000 sqm cold storage

### VERBINDUNGSHAFEN / NORDWESTKAI

1 Ro/Ro-ramp (32 m wide).  
Electricity and fresh water connections  
Storage facilities: 13,000 sqm paved quay area, rail siding

### GROßER HAFEN WITH NORD-GAZELLE-BRÜCKE AND BONTE KAI

Electricity and fresh water connections

### HANDELSHAFEN

1 luffing and slewing crane 8/15 t.  
1 gantry crane, 20 t  
Electricity and fresh water connections  
Storage facilities: ship's silos with a total of 720 cu m capacity, 5,000 sqm covered area, open storage for 70,000 t bulk goods, 12,000 sqm stockyard area for steel and scrap metal, rail siding.

## PART III | 7. PORT DESCRIPTION

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### KANALHAFEN

Electricity and fresh water connections

## 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.

### INEOS TANKER JETTY AT VOSLAPPER GRODEN

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.

### WRG TANKER JETTY

Berths: 4

Berth Type: 2 offshore jetties, 2 on shore jetties

Type of Bottom: sand, silt

The tanker jetty is subject to tidal restrictions.

The tanker jetty handles the transshipment of crude oil and their products of dangerous goods class 3 (flammable liquids) of the IMDG Code.

### JADEWESERPORT

Berths: 4, large container vessels and feeder ship's

Berth Type: solid quay, length: 1,725 m

Type of Bottom: sand

The harbour is not subjected to tide restrictions for ship's with a draught up to 16.5 m.

### 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

The bridge structure is subject to tidal restrictions.

The bridge handles dangerous cargos, namely caustic soda solution and hazardous goods of classes K0, K1 and/or K2. Ship's that previously carried cargos of those classes aren't

## PART III | 7. PORT DESCRIPTION

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allowed to berth at Niedersachsenbrücke without having previously inerting the cargo holds and tanks.

### NORD-WEST-ÖLLEITUNG GMBH / NWO TANKER JETTY

Berths: 3 of 4 tanker jetties are operable

Berth Type: T-jetty

Type of Bottom: Sand, silt

Water Density: 1025 gram/litre on all terminal berths

The tanker jetty is subject to tidal restrictions.

The tanker jetty is restricted to vessels carrying dangerous goods of class 3 (flammable liquids) of the IMDG Code.

### ALTER VORHAFEN (HELGOLANDKAI / WANGEROOGKAI)

Berths: 6, preferably pleasure crafts

Berth Type: solid quay, length: 365 m

Type of Bottom: mud

The harbour is subject to tidal restrictions.

### FLUT- UND PONTONHAFEN

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.

### NORDHAFEN

#### 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.

#### 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.

#### 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.

## PART III | 7. PORT DESCRIPTION

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### 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.

### AUSRÜSTUNGSHAFEN (WILHELMSHAVEN CITY-PORT) AND AUSRÜSTUNGSHAFEN NORD

#### AUSRÜSTUNGSHAFEN

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

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.

### VERBINDUNGSHAFEN/SÜDWESTKAI (WILHELMSHAVEN CITY-PORT)

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.

### VERBINDUNGSHAFEN / NORDWESTKAI

Berths: 1 - 2  
 Berth Type: solid quay, length: 150m  
 Type of Bottom: clay, sediments  
 The harbour is subject to sea lock sill depth restrictions.

### GROßER HAFEN WITH NORD-GAZELLE-BRÜCKE AND BONTE KAI

Berths: Various, without cargo handling facilities, official guest ship's, traditional ship's and museum ship's  
 Berth Type: solid quay, length: 500 m  
 Type of Bottom: clay, sediments  
 The harbour is subject to sea lock sill depth restrictions.

### HANDELSHAFEN

Berths: Various  
 Berth Type: solid quay, length: 980 m  
 Type of Bottom: clay, sediments  
 The harbour is subject to sea lock sill depth restrictions.

## PART III | 7. PORT DESCRIPTION

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### KANALHAFEN

Berths: Several

Berth Type: dolphin berths (water depth: 3 m)

Type of Bottom: clay, sediments

The harbour is subject to sea lock sill depth restrictions.

The basin forms the approach to the Ems-Jade Canal (via Mariensiel Lock).

### 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 3.7 m to 3.8 m.

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

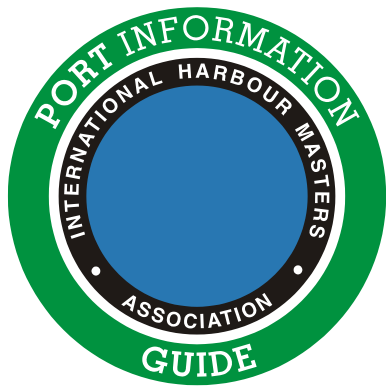
Mean Low Water: + 0.7 m to 0.8 m chart zero (LAT)

### 7.18 WEBCAMS

One webcam, situated at the construction side for the JadeWeserPort, is available:

<http://www.jadeweserport.de/cms/index.php?idcat=51>

# 8 Port Navigation



## PART III | 8. PORT NAVIGATION

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### 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 ship's 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 and. For further information see chapter 7.

### 8.4 RIGHT OF WAY

The Port Authority stipulates that the Seeschiffsstraßenordnung (German traffic regulations for navigable maritime waterways) and the Kollisionsverhütungsregeln (Collision avoidance regulations) 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 ship's executing maneuvers.

### 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 (SeeSchStrO) 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

## PART III | 8. PORT NAVIGATION

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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 southwesterly 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 ship's under quarantine with a maximum length of 150 m (minimum UKC: 1 m)
- 6) **Explosives Roads** preferentially for ship's 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 masters instructions of shifting the vessel, caution is advised.

## PART III | 8. PORT NAVIGATION

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### 8.11 DOCKING

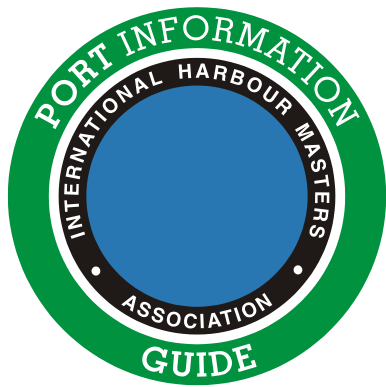
Docking regulations as stated in the Port Regulations and in the German Traffic Regulations for Navigable Maritime Waterways. Please check the respective Port Regulations, issued by the terminal operator, for further regulations regarding the docking of ships.

### 8.12 DISPLAY OF SIGNALS AND LIGHTS

The lights on a ship in motion have to be displayed according to the rules in the German Traffic Regulations for Navigable Maritime Waterways and in the Collision avoidance rules (Kollisionsverhütungsregeln).

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 Safety



## PART IV | 9. PORT SAFETY

---

### 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 - 9818-0  
Telefax: +49-4421 - 9818-156

Police:  
River Police Headquarters  
Albrechtstraße 45  
26388 Wilhelmshaven  
Emergency Number: 110  
Telephone: +49-4421-94 21 64  
Telefax: +49-4421+94 21 70

Fire fighting tugs available via:  
Schleppgemeinschaft Wilhelmshaven  
Neuer Vorhafen  
26384 Wilhelmshaven  
Telephone: +49-4421-4 26 60  
+49-471-48 74 22

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, fire fighting tugs, oil barriers, medical emergency facilities etc. available.

## PART IV | 9. PORT SAFETY

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### 9.4 EMERGENCY COORDINATION CENTRE

Havariekommando (Maritime Emergencies):

Contact:

Maritime Report and Assessment Center (MERAC)/ Maritimes Lagezentrum (MLZ)  
Am Alten Hafen 2, 27472 Cuxhaven

24 hrs availability:

Telephone: +49 47 21- 5 67 3 92 or +49 47 21- 5 67 4 85

Telefax: +49 47 21- 55 47 44 or +49 47 21- 55 47 45

email: mlz@havariekommando.de

Disaster control (Katastrophenschutz) is exercised under the supervision of Wilhelmshaven Fire Department.

Contact:

Fire Brigade and Civil Defence Centre:

Güterstraße 60

26389 Wilhelmshaven

Telephone: +49-4421-4 09 70 11

Telefax: +49-4421- 4 09 70 10

Seenotleitung DGzRS (MRCC) Bremen

Telephone: +49-421-536 870

Telefax: +49-421-536 87-14

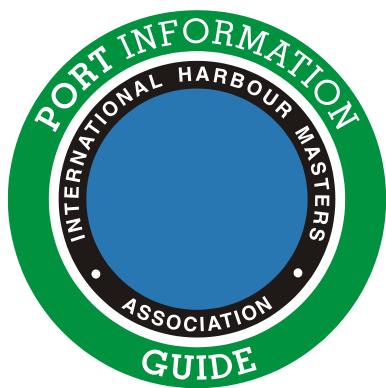
E-mail: info@seenotretter.de

### 9.5 EMERGENCY SCENARIOS

Several contingency and emergency plans are issued by the City of Wilhelmshaven, regarding the terminals of NOW, WRG and INEOS, situated on the River Jade.



# 10 Port Security



## PART IV | 10. PORT SECURITY

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### 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 und Verkehr, Hafenbehörde  
 c/o Niedersachsen Ports GmbH & Co. KG  
 -Zentrale-  
 Hindenburgstr. 26-30  
 26122 Oldenburg

Telephone: +49 (441) 799-2257  
 Telefax: +49 (441) 799-2252  
 E-mail: [portsecurity@nports.de](mailto:portsecurity@nports.de)

Port Authority for Wilhelmshaven:

Hafenbehörde/Port Authority  
 c/o Niedersachsen Ports GmbH & Co. KG

## PART IV | 10. PORT SECURITY

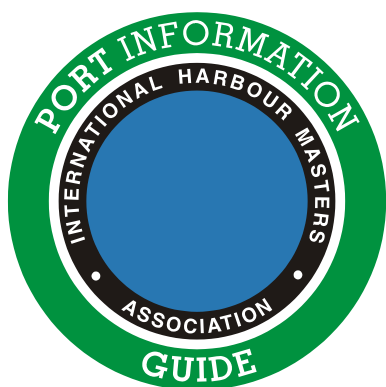
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Niederlassung Wilhelmshaven  
Neckarstraße 10  
26382 Wilhelmshaven  
Germany

Harbour Master's Office  
Telephone: +49-4421-48 00200  
Fax: +49-4421-48 00596  
E-Mail: [portsecurity-whv@nports.de](mailto:portsecurity-whv@nports.de)



# 11 Nautical Services



## PART V | 11. NAUTICAL SERVICES

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### 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  
27568 Bremerhaven  
Tel.: +49-471-94 42 42  
Fax: +49-471-9 44 24 38  
[info@weserjadepilot.de](mailto:info@weserjadepilot.de)

#### Lotsenwachstation (Pilots' Office) Wilhelmshaven

Schleusenstraße 2  
26382 Wilhelmshaven  
Tel.: +49-4421-99 46 97  
Fax: +49-4421-99 46 99  
between 0800 – 1700 hours (otherwise obtainable via Bremerhaven)

#### A) Approach pilots

Certain types of ship's are required to take on a pilot while navigating the traffic separation are "Jade Approach" between lightship "GB" and buoy "TG18".

**PART V | 11. NAUTICAL SERVICES**

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	
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 ship’s 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) lightbuoys 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.

**B) 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.

## PART V | 11. NAUTICAL SERVICES

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### C) 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

Telefax: +49-48 52-8 74 87 (workdays 0730 - 1530 hrs)

Telefax: +49-48 52-0 71 65 (at all other times)

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](mailto:jade-dienst@jade-dienst.de)

Schleppgemeinschaft Wilhelmshaven

Neuer Vorhafen

26384 Wilhelmshaven

Telephone: +49-4421-4 26 60

+49-471-48 74 22

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:

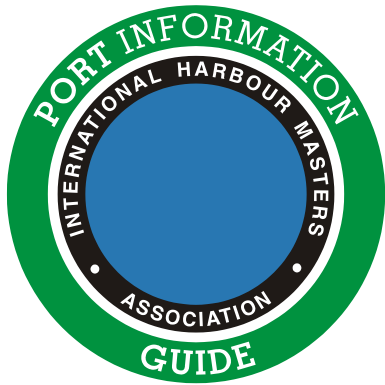
Telephone: +49-4421-15 45 – 80 / -81/ -82/ -34/ -35

VHF: "Wilhelmshaven Port" Channel 11

## 11.6 LASHING OF CARGO

Via agent.

# 12 Nautical Communication



## PART V | 12. NAUTICAL COMMUNICATION

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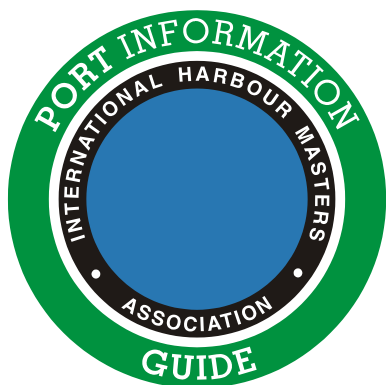
### 12.1 GENERAL

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

# 13 Cargo Operations



## **PART VI | 13. CARGO OPERATIONS**

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### **13.1 GENERAL**

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

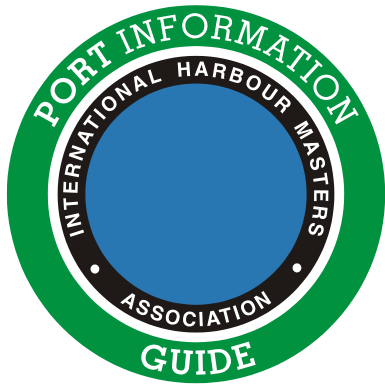
### **13.2 LOADING / DISCHARGING PROCEDURES**

The rules regarding the safe loading and unloading operations stated in the Port Regulations, the Terminal bye-laws 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 Vessel Operations



## PART VI | 14. VESSEL OPERATIONS

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### 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 house boat
- 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 hot works:

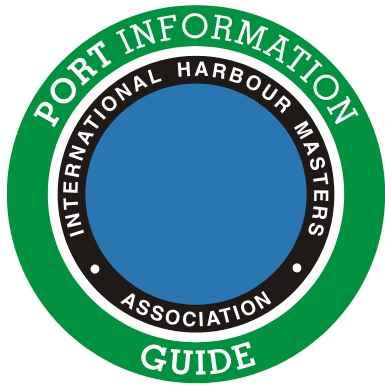
- in tanks and their accessories assigned to transporting flammable gases or liquids. For this case, an officially appointed surveyor has to certify that the work area is free from any cargo residues.
- on tankers, whose tank compartments haven't been vented an officially appointed surveyor has to certify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

# 15 Port Inspections



## PART VI | 15. PORT INSPECTIONS

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### 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 ship's through a harmonized system of Port State Control inspections on foreign ships in the Paris MOU port's. 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).

Berufsgenossenschaft für Transport und Verkehrswirtschaft  
Technisch-Nautischer Aufsichtsdienst Wilhelmshaven  
Capt. Niels Wendelin  
Mozartstraße 32  
26382 Wilhelmshaven  
Telephone: +49-4421-99 23 78  
Telefax: +49-4421-99 23 79

Further information on Port State Control can be found on [www.parismou.org](http://www.parismou.org) and [www.emsa.eu](http://www.emsa.eu).

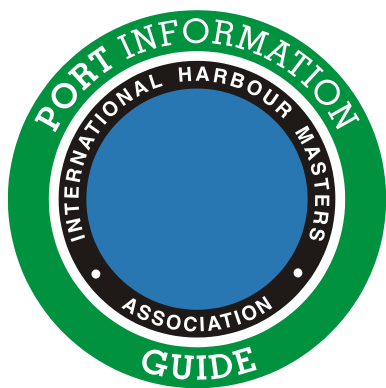
### 15.3 INSPECTIONS FROM OTHER PARTIES

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

# 16 Port Services



## PART VII | 16. PORT SERVICES

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### 16.1 GENERAL

For more information on current addresses for relevant companies, please visit the following websites:

### 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 has to 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 fresh water 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 ship's and engines as well as ship and boat yards are situated in the City of Wilhelmshaven. (Contact can be arranged via agents.)

## PART VII | 16. PORT SERVICES

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### 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 website:

### 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: +49-4421-1641 1571  
Email: [haed@stadt.wilhelmshaven.de](mailto:haed@stadt.wilhelmshaven.de)

### 16.12 SEAMAN'S MISSIONS

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](mailto: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's 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.

## PART VII | 16. PORT SERVICES

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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 takeoff weight: 12 tons.

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