

PORT INFORMATION GUIDE BREMEN

JANUARY
2024





INITIATED BY



IN ASSOCIATION WITH



SUPPORTED BY



BREMEN

UN Code: DEBRE

Port ID: 20210

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.

LEGAL DISCLAIMER

The Port Authority of Bremen (Port Authority Bremen | Hansestadt Bremisches Hafenamt) makes every effort to make and maintain the contents of the Guidelines on Port Entry as up-to-date, accessible and complete as possible, but the correctness and completeness of these contents cannot be guaranteed. In case of any discrepancies or inconsistencies between the Guidelines and the applicable legislation, including the bye-laws, the latter will prevail.

CONTACT PORT

Port Authority Bremen | Hansestadt Bremisches Hafenamt
Überseetor 20
28217 Bremen
Germany

CONTACT PERSON FOR PORT INFORMATION

Capt. Joachim Bothe, Head of Port Operation
Joachim.Bothe@hbh.bremen.de

WEBSITE OF THE PORT

<https://www.hbh.bremen.de/>

WEBSITE OF THIS DOCUMENT

<http://www.hbh.bremen.de/sixcms/media.php/13/PORT-INFORMATION-GUIDE-Bremen.pdf>

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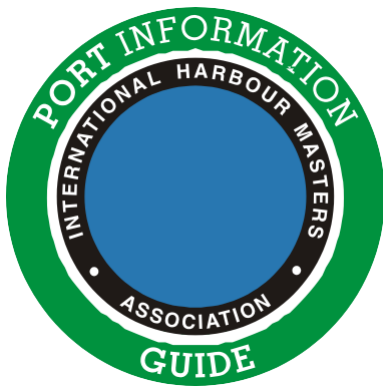


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RECORD OF CORRECTIONS

Date	Page	Correction subject	Source
2011 Febr.	52	PSC, Ship Safety Division	
2011 Nov	24	Immigration	
2011 Dec	24	Health	
2012 Dec	43	Pilotage	
2013 July	54	Seamen´s Mission	
2014 Sept.	32	Port Area	
2014 Sept.	33	Maximum Size Vessels	
2015 Sept	33	Maximum Size Vessels	
2020 June	43	Pilotage	
2020 June	44	Tugs	
2020 July	50	Ballast water and scrubber effluent	
2020 July	var.	Address and information updates	
2021 Nov.	48	Ballast water and scrubber effluent	
2021 Nov	9	Chief Harbour Master and Head of Departments	
2022 Jan.	9	Var. Adjustments	
2022 Mar	40	Tugs, various Adjustments	
2022 Dec.	var.	Address and information updates	
2024 Jan.	9,31,53	Var. Adjustments, Speed, Ballast	

CHIEF HARBOUR MASTER AND HEAD OF DEPARTMENTS

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Chief Harbour Master Ports of Bremen and Bremerhaven

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Dept. Harbour Master Bremen and Head of Vessel's Operating Department Bremen

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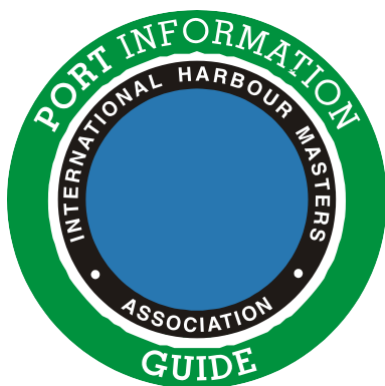
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Head of Safety and Hazardous Goods Department Bremerhaven

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Head of Safety and Hazardous Goods Department Bremen

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Head of Vessel's Operating Department Bremerhaven

Mr. Thomas Uhlhorn
Administration Department of the Port Authority

1 FOREWORD HARBOUR MASTER



1.1 GENERAL

Welcome to the port of Bremen. The Harbour Master Office, together with my staff and other organizations like the Federal Waterway Administration, the Water police, the Pilot Associations and others is responsible for the safe and easy conduct of the vessels' passages and stays within the port area.

Bremen is known for its high standards on safety while maintaining the efficiency of the port activities. In order to continue on this level we make available to the port users a 24/7 service.

This allows the port users, whenever necessary, to receive the attention and co-operation necessary to cope with unexpected situations. In return I hope to receive the necessary co-operation from your side.

1.2 PORT PERFORMANCE

I strongly believe that the safe and environmental friendly performance of a port ensures economic continuity. Prevention is best to avoid problems in safety, environmental and security matters. Thus controls and inspections of different enforcement agencies are taking place.

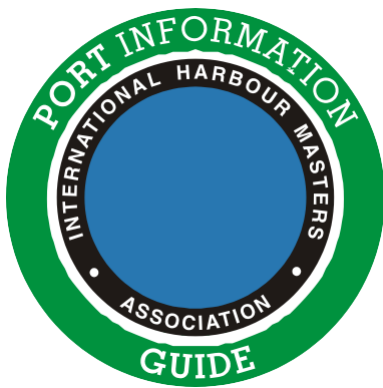
The number of incidents and accidents has steadily decreased over the last years.

This has been achieved by active communications with all parties involved in port operations including ship masters and owners' representatives.

In order to continue on these improvements we invite you to comment and advice on procedures you have encountered during your port stay.

Capt. Stephan Berger
Chief Harbour Master of the ports of Bremen and Bremerhaven

2 CONTACT INFORMATION AND REGULATIONS



2.1 GENERAL

The Harbour Master's Office is located near the Überseestadt.

Address:

Port Authority Bremen | Hansestadt Bremisches Hafenam
Überseetor 20
28217 Bremen

2.2 CONTACT INFORMATION

Harbour Master's Office

Phone: +49 (0)421 361 8504
Fax: +49 (0)421 361 8387
E-Mail: bremen-port@hbh.bremen.de

The Harbour Master can be reached during normal working hours.

The Harbour Master's Senior Officers are responsible for the safety of traffic and navigation in the harbour basins, handle all operational maritime requests and questions, can grant exemptions from specific regulations, can give permission for special activities, e.g. repairs. They also enforce Port Bye-laws and other regulations.

The Vessel Traffic & Operations Department is continuously manned and primarily responsible for the traffic and navigation in the harbour. Its task includes planning and control of shipping traffic, assigning berths in the entire port area and coordinating information of all traffic movements.

Port Operation Office

Phone: +49 (0)421 361 9506
Fax: +49 (0)421 361 8387
E-Mail: debre-traffic@hbh.bremen.de
VHF: channel 3

Hazardous Materials, Transport and Environmental Safety

The Transport and Environmental Safety Department is a working hours manned bureau which carries out the administration of the dangerous cargo reports, supplies information about dangerous cargo, and supervises the loading and discharging of dangerous goods.

Contact the Safety Department:

Phone: +49 (0)421 361 8524
Fax: +49 (0)421 361 8387
E-Mail: gefahrgut-bremen@hbh.bremen.de

After hours contact the Port Operation Office.

For reporting dangerous goods via electronic message:
via the agent or ships reporting 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 Bremen.

Based on the Bremen/Bremerhaven Port Act and Port Bye - laws, the Port Rules on dangerous substances contain additional, specific regulations for ships carrying dangerous cargo.

An overview of the port laws and information can be found under following link:

<https://www.hbh.bremen.de/sixcms/detail.php?gsid=bremen02.c.740.de>

2.4 EXEMPTIONS AND PERMITS

The Harbour Master can grant exemptions from specific regulations.

Permissions can also be granted for special activities such as repairs.

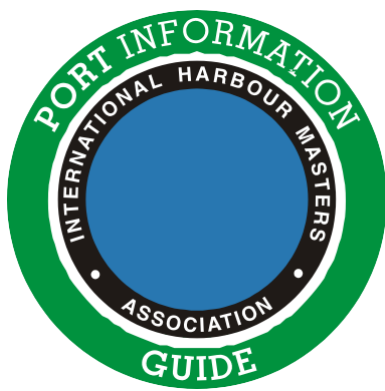
To obtain information or to apply for permits contact the Port Operation Office.

2.5 IMPORTANT LAWS AND RULES FOR THE HARBOUR

Please consult our website at

<https://www.hbh.bremen.de>

3 ARRIVAL AND DEPARTURE



3.1 GENERAL

All ships have to be reported to the Port Authority by electronic message latest 24 hours before arrival. Any changes to be reported immediately.

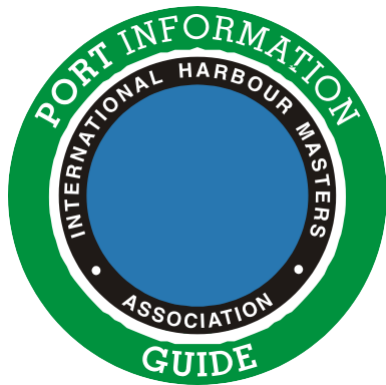
Tankers and ships carrying dangerous cargo must send an additional message including details of the cargo (i.e. quantity, category according Maritime Pollution Appendix II etc.).

For further details see chapter 4 Notification.

3.2 DANGEROUS GOODS AND WASTE

Additional notifications are required for dangerous goods on board ships and for ship wastes. For further information see chapter 4.7, 4.8 and 4.9.

4 NOTIFICATION



4.1 GENERAL

Masters of vessels arriving at, staying in or departing from the port of Bremen are obliged to make previous notification on a variety of subjects, ranging from health and immigration to dangerous cargo.

4.2 HEALTH

Free Pratique is normally granted automatically.

Formalities are handled by the Port Health Authority, boarding vessel usually upon arrival.

Vessels should prepare the "Maritime Declaration of Health".

This form is according to the World Health Organization (WHO) and contains:

- a list of ports the vessel has entered during the last 30 days
- statement of health of crew/passengers
- if vessel has entered an area with infectious diseases
- sanitary measures
- particulars of any case of illness or death on board
- fumigated cargo/containers
- valid Sanitation Control Certificate or Exemption Certificate
- ship's particulars

Finally a crew list IMO FAL Form 5 is needed.

Vaccination services will be carried out on request.

Contact:

Hafenärztlicher Dienst Bremen (Port Health Authority)
Lötzener Str. 3
28207 Bremen

Phone:	+49 (0)421 361 8008/8004/8298
Mobil:	+49 (0)176 42361300
Fax:	+49 (0)421 361 8413
E-Mail:	office@hafga.bremen.de
Website:	www.Lmtvet.bremen.de

4.3 IMMIGRATION

Immigration formalities are handled by Federal Police, boarding the vessel usually on arrival. On arrival the master shall provide an actual crew and passenger list. For all foreign crewmembers and passengers it is compulsory to have valid passport documents to enter German territory or staying in the harbour.

Contact:

Grenzpolizei Bundespolizeirevier
Flughafen Bremen
Flughafenallee 21
28199 Bremen

Phone:	+49 (0)421 53616700
Fax:	+49 (0)421 530069
E-Mail:	bpolrfh.bre@polizei.bund.de

4.4 CUSTOMS

On arrival following documents must be available:

- cargo document (cargo manifest, bill of lading)
- crew effect declaration (IMO FAL form no. 4)
- vessel store declaration (IMO FAL form no. 3)

Contact:

Hauptzollamt Bremen
Konsul-Smidt-Straße 29
28217 Bremen

Phone: +49 (0)421 3897-0

Fax: +49 (0)421 3897-1199

E-Mail: poststelle.hza-bremen@zoll.bund.de

Website: https://www.zoll.de/DE/Home/home_node.html

4.5 ETA

Bremen Port Radio VHF- Channel 03

Oslebshausen Lock VHF- Channel 12

All ships are obliged to report their ship data and details of security measures according to SOLAS XI- 2 to the Port Authority by electronic message latest 24 hours before arrival.

In the event of changes to the last notification, these shall be correctly notified not later than 6 hours prior to arrival. In case of shorter voyages, notification shall be effected upon departure from the previous port.

Data relating to statistic information on the cargo may be submitted after arrival of the ship as well.

Additional notification for tankers:

Unpacked flammable liquids, liquefied gases, liquid chemicals or pumpable liquids hazardous to the aquatic environment carried in bulk on board tankers must be notified, including following details:

- Mass of consignments
name of substances
- hazard class and UN number
- pollution category assigned by MARPOL Annex II if and when applicable.

Notification also applies to empty tankers which are not gas free. In this case, details of previous cargo must be notified.

Empty tankers with inerted cargo tanks must be notified stating in addition that they are inerted.

Message must include:

- ship's name
- GRT
- date and time of arrival
- freshwater draft in meters
- length of ship
- particulars on special cargo (heavy lifts, outreaching cargo etc.).

The electronic ETA message must be sent directly into the port community system or alternatively via local agent or directly to the ship reporting service, where the data will be processed against a service fee.

Bremen Ship Reporting Service:
BREMER SCHIFFSMELDEDIENST Kapt. P. Langbein e.K.
Überseetor 20
28217 Bremen
Phone: +49 (0)421 384827
Fax: +49 (0)421 3808887
E-Mail: report@bsmd.de
Website: <http://www.bsmd.de>

4.6 SHIFTING/ETD

All vessels are requested to send an ETD-message at least 2 hrs before departure, all ship movements (shifting) to Bremen Port Radio, VHF-Channel 3.
Any change shall be reported immediately.

4.7 DANGEROUS GOODS

Consignments of dangerous cargo due to be brought into the port area whether for the purpose of cargo handling or in transit, must be notified electronically to the respective cargo handling facility via the Dangerous Goods Information System of the ports of Bremen / Bremerhaven.

The electronic message may be sent directly or alternatively via local agent into the port community system or directly to the Bremen Ship Reporting Service, where the data is processed in against a service fee.

In particularly justified cases the respective cargo facility may agree to a different way to submit the notification. The notification is required at the latest prior to arrival of the consignment in port. Notwithstanding the previous obligations, dangerous goods of the hazard classes 1.1, 1.2, 1.3, 1.5, 5.2 (with subsidiary risk of class 1), 6.2 and 7, shall be notified latest 12 hours prior to arrival of consignment in port. For goods of class 7, copies of all legally required documents shall be attached to the notification.

German ordinance on particular requirements for the entry of vessels into German territorial waters must be observed.

4.8 WASTE (GARBAGE)

Waste notification specifying the amount and type of waste on board and indicating the intended disposal has to be effected to the port authority by electronic message 24 hours before arrival.

According to local regulations garbage of any kind accumulated during vessels stay in the harbour has to be disposed prior to sailing.

For normal household waste receptacles will be placed on board upon arrival. The number of receptacles depends on vessels size and number of crew.

Receptacles are collected prior to sailing.

Charges will be collected with harbour dues.

Apart from household waste other types of waste require different receptacles which can be ordered via agent or directly from the waste collector.

4.9 WASTE (SLUDGE AND OILY RESIDUES)

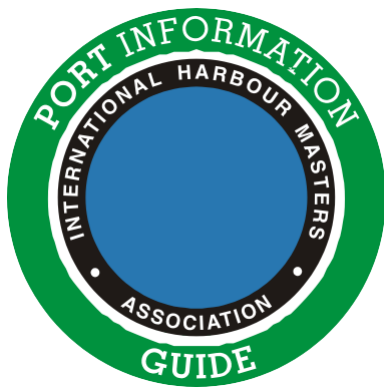
The waste notification (see above 4.8) shall include the amount of sludge, slops and bilge- water on board and intended to be disposed.

Barges or road tankers for reception of slop, oily waste etc. are available.

The Pre- Transfer- Checklist is to be obeyed (see appendix 8 Bremen Port Ordinance on our homepage: <https://www.HBH.Bremen.de>).

All ships are charged with a fee for the disposal of waste. The fee is charged irrespective of the actual use of the reception facilities. To receive a reimbursement of the substantial part of the disposal expenses a reimbursement application is to be submitted to the harbour due department. The expenses are reimbursed up to certain maximum amounts.

5 DOCUMENTATION



5.1 GENERAL

The Port of Bremen Authority places importance on complying with rules and regulations. Therefore the vessel could be subject to inspections by inspectors of the Transport and Environmental safety department or Port State Control. Since port operations take place around the clock, these inspections may take place at day and night time.

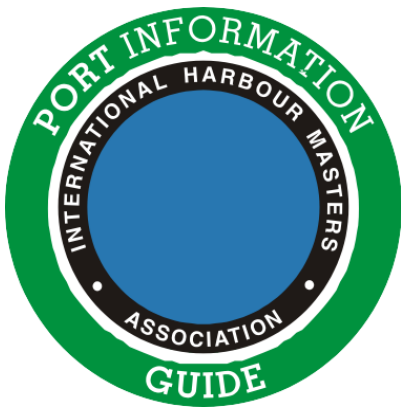
To ensure a smooth operation, we advise to keep the documentation and certificates mentioned in chapter 5.2 available at all time.

5.2 REQUIRED DOCUMENTATION

All certificates and documents issued under: SOLAS 74
MARPOL 73/78 (especially garbage record book, oil record book) Load Line 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

6 REPORTING



6.1 GENERAL

Masters of vessels staying in the port of Bremen are obliged to report a number of issues/events, or request for permission:

Casualties and accidents on board

Fire

Damages of vessel or port facilities

Sinking or grounded vessel

Collisions

Vessels loosing cargo, fuels or others

Restricted manoeuvrability

Any pollution of the harbour

Intention to lay- up the ship

Repairs

Anchoring in port

Loosing anchors or chain

Embarking/Disembarking in the locks

Under water inspections

Engine trials

Hot works

Lowering boats and rafts

Intention to disable the main engine

Other circumstances endangering or susceptible of creating a danger for persons or objects.

Report to

Port Operation Office

Phone:

+49 (0)421 361 9506

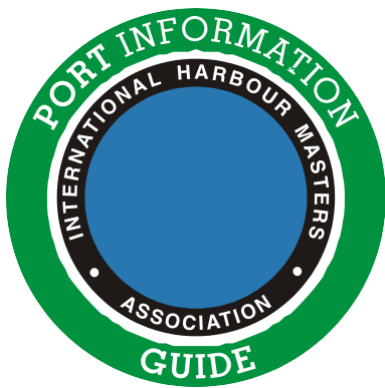
Fax:

+49 (0)421 361 8387

VHF:

channel 3

7 PORT DESCRIPTION



7.1 GENERAL

Bremen is situated on the River Weser about 72 nm away from the North Sea, Germany's most S'ly seaport. Main port activities are the handling of general cargo, containers, vehicles, bulk cargo, project logistics and forest products.

7.2 DEVELOPMENTS

Usual maintenance conducted.

7.3 PORT LOCATION

Latitude:	53° 07' N
Longitude:	8° 43' E
Time zone:	UTC + 1 hour / Daylight Saving Time: UTC + 2 hours
UN Location Code:	DEBRE
Port ID Number:	20210

Port located at river Weser 72 nautical miles from the North Sea, 32 nautical miles from Bremerhaven.

7.4 PORT AREA

The port extends from Farge (53° 13' N 008° 30' E) at Weser-km 26.7 to Hemelingen (53° 03' N 008° 53' E).

Berths partly lie directly at the river bed, most of them on the NE bank.

Berths along River Weser (with position at Weser-km)

Car Terminal Egerland (20.2)
Mittelsburener Hafen/Osterort (10.5)
Kap Horn (7.3)
Werfthafen (6.5)

Basins (with entrance at Weser-km)

Industriehafen (9.0), protected by Oslebshausen Lock Neustadter Hafen (8.0)
Getreidehafen/ Holz- und Fabrikenhafen (5.6)
Hohentorshafen (2.4)

Following port facilities are **not** under supervision of the Port Authority:
Farge Power Plant at Weser-km 25.6

7.5 LOAD LINES

North Atlantic Winter Seasonal Zone II,
Winter November 1 to March 31, Summer April 1 to October 31.

7.6 WATER DENSITY

1008 - 1000 gram/litre

7.7 MAXIMUM SIZE VESSELS

At tidal berths max. LOA 250m, max. draught 10.70m.
 At Industriehafen via Oslebshausen Lock (lock restrictions) max.
 LOA 230m, max. beam 32,30 m and max. draught 10.50 m.
 The maximum dimensions do not necessarily apply to all berths, quays or areas
 within the port.

7.8 TIME ZONE

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

7.9 LOCAL HOLIDAYS

New Year, Good Friday, Easter, Labour Day, Whitsunday, - Monday,
 German Nat. Holiday, Christmas

7.10 WORKING HOURS

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

7.11 TRAFFIC

International shipping lines and European feeder services.
 Inland waterways: connection to the German and Central European canal network.
 Airport with domestic and international flights is situated at Bremen.

7.12 CHARTS

INT 1413, D 87	Deutsche Bucht / German Bight INT 1456, D 2Mündungen/Mouths Jade/Weser
INT 1457, D 4	River Weser
INT 1459, D 6	River Weser from Farge to Bremen / Die Weser von Farge bis Bremen

7.13 SHIPPING ANNOUNCEMENTS FOR THE PORT AREA

can be obtained from the website www.elwis.de (in German language only)

7.14 PILOT STATIONS

see chapter 11.3

7.15 ANCHOR AREAS

For vessels awaiting berth there are some roads:

Neue Weser Nord	Position 53°54'N 007°49'E	water depth	18 - 21 m
Neue Weser Süd	Position 53°51'N 007°50'E	water depth	14 - 20 m
Hoheweg	Position 53°47'N 008°08'E	water depth	13 - 19 m
Fedderwarden	Position 53°43'N 008°16'E	water depth	6 - 11 m
Blexen Roads	Position 53°31'N 008°34'E	water depth	10 - 13 m

7.16 WEATHER AND TIDAL INFORMATION

Prevailing winds SE'ly to W'ly with average speed 7-16kn.

Basins normally ice free, ice occurs only under extreme frost.

The tidal range is about 4.2 m at normal tide,
with tidal currents of 2.5 to 3.5 knots.

Mean High Water = + 4.5m chart zero (LAT)
Mean Low Water = + 0.38 m chart zero (LAT)

Strong and sustained winds from north-west raise water levels along the German coast and in the rivers; wind from south east has the opposite effect.

8 PORT NAVIGATION



8.1 SPEED

There are no speed limitations within the port area and on the Weser River. However, it is sailor's good practice to avoid danger and damage by swell and wash of waves.

All vessels must proceed with safe speed on the way to and within the port. Vessels approaching and leaving the port may be assigned to a "tidal window" by the Federal Waterways and Shipping Authority - represented 24/7 through the VTSCs Bremerhaven and Bremen Weser Traffic - depending on water depths on the river, at the berth or on the tide forecast.

The term safe speed also implies that the vessel is able to reach its ETA to the berth within one tidal window by complying with the specified tidal window speed (in general 10kn WS).

All vessels must be able to alter engine speed and direction promptly considering vessels of similar class and engine type. Vessels must be able to answer all engine and helm commands at all times while underway. Any load limiting or automatic acceleration limiting devices or software that would limit the speed of response to engine orders must be capable of being overridden immediately by the Master or Mate on watch from the bridge to guarantee full manoeuvring speed ahead and astern in case of an emergency.

Any vessel without the capacity to attain its posted RPMs in a timely fashion because of engine maintenance, engine break in requirements, or engine power limiting devices that cannot be overridden may be subject to further restrictions such as but not limited to:

- Additional Pilot
- Escort tug / Additional tugs
- Daylight transit only
- Good visibility transit only
- More restrictive tidal windows, e.g. based on DUKC calculations

It is recognized that due to a vessel's draft and hydrodynamics, a vessel may not achieve the posted resultant speed for given RPMs.

The vessel's maximum and minimum manoeuvring speed, as well as the reverse RPM power (given in percent of ahead RPM) must be reported to the Authorities before entering the river passage for verification of the tidal window calculation.

8.2 UKC

A safe Under Keel Clearance is required. At berth the vessel should always be afloat, recommended 1% of ships width min. 0,30 m.

8.3 RIGHT OF WAY

When navigating in Industriebahnhof area, ships in dock "A" have right of way in relation to all ships entering into or crossing dock "A" or leaving a berth in dock "A".

8.4 RESTRICTIONS

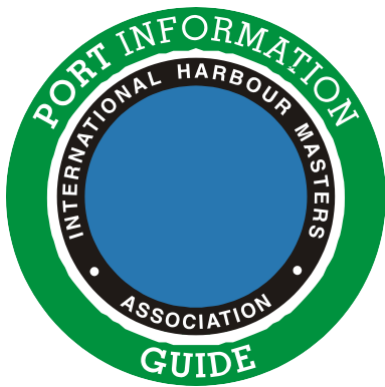
TIDAL RESTRICTIONS

Vessels proceeding to/departing from Bremen having a length more than 190m or a draft more than 7.6m are restricted by the tide.

FOG RESTRICTIONS

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

9 PORT SAFETY



9.1 INCIDENTS AND ACCIDENTS ON BOARD

For emergency assistance in the case of an incident or accident on board and to alert the police, fire fighters or ambulance, you can directly dial 112 on telephone or contact Bremen Port Radio via VHF 3. Report name of ship, berth and nature of calamity. Maintain a listening watch VHF 03.

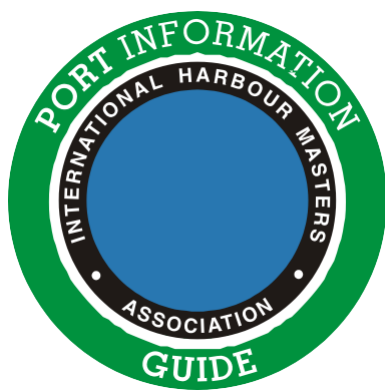
9.2 SPILLS

All bunker operations entail a risk of pollution of oil spills. The port Bye-laws state that all spills have to be reported to the Port Operation Office immediately. Failure to comply with these Bye-laws is punishable by law.

9.3 COLLISIONS/GROUNDINGS

On loosing anchors or chain, running aground, anchored in port, sunk by collision or in any way out of control or in situations that may endanger the safety of shipping, contact Port Operation Office VHF 03, and report name of ship, position and nature of situation.

10 PORT SECURITY



10.1 DESIGNATED AUTHORITY

Designated Authority is the Port Authority.

Port Authority Bremen | Hansestadt Bremisches Hafenam
Überseetor 20
28217 Bremen

24 hours Point of Contact in Bremen:

Harbour Master's Office

Phone:

+49 (0)421 361 8504

Fax:

+49 (0)421 361 8387

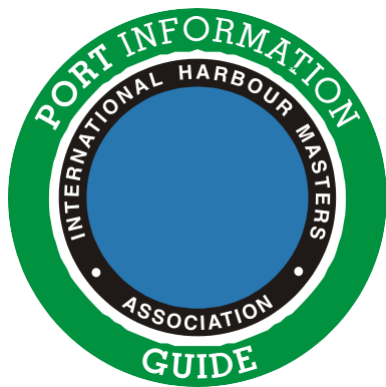
E-Mail:

debre-traffic@hbh.bremen.de

10.2 PORT FACILITIES

Port facilities and port facility security officers can be found on <http://gisis.imo.org>

11 NAUTICAL SERVICES



11.1 GENERAL

This chapter provides information regarding all nautical services in the port and on the river "Weser".

11.2 VTS

The VTS on the river Weser is mandatory for all vessels over 50 m in length and all vessels carrying dangerous cargoes.

It is controlled by Water and Shipping Directorate with its regional sub-organizations Wasserstraßen- und Schifffahrtsamt Weser-Jade-Nordsee.

In the German Bight and the rivers Ems, Jade, Weser, Elbe, a Vessel Traffic Services System (VTS) is established.

All vessels are obliged to report their ship data, i.e. name, call sign, nationality, last port of call, port of destination and ETA, draft, length, type and quantity of cargo before entering the territorial sea of the Federal Republic of Germany to German Bight Traffic on VHF ch 80.

Bremerhaven through radio station Bremerhaven-Weser-Traffic VHF ch 22,07,05 and Bremen through radio station Bremen-Weser- Traffic VHF ch 19,79,81.

The Port of Bremen does not maintain an own VTS, this service is covered by Wasserstraßen- und Schifffahrtsamt Weser-Jade-Nordsee Bremen.

Reporting Points

All vessels (inward bound or outward bound) should report before navigating on the river Weser stating vessel's name, position, dimensions and destination as follows:

Bremerhaven Weser Traffic

- Lightbuoy No 3a/Neue Weser Roads or lightbuoy No. A1 (inbound) on Ch. 22
- Bremerhaven Lower Light (outbound) on Ch. 22
- Lightbuoy No. 56/Blexen Roads (inbound) on Ch.05
- Lightbuoy No. 93 (outbound) on Ch 21

Bremen Weser Traffic

- Lightbuoy No. 93 (inbound) on Ch 19
- Lightbuoy No. 111/Farge on Ch. 19
- Moorlosen Kirche (km 12.5) on Ch. 81

Watchkeeping

Vessels should maintain continuous listening watch as follows:

Bremerhaven Weser Traffic

- Neue Weser

Lightbuoy No 3a/Neue Weser Roads to Lightbuoy No 19/H Roads (in bound)

Lightbuoy No 19/H-Roads to Lightbuoy No. 4a (outbound) on Ch. 22

- Alte Weser

Lightbuoy No A1 to Lightbuoy No 16a/A16 (inbound)

Lightbuoy No 16a/A16 to Lightbuoy No A2 (outbound) on Ch. 22

Lightbuoy No 19/H Roads to Lightbuoy No 37 on Ch. 02

Lightbuoy No 37 to Lightbuoy No 47/48 on Ch. 04

Lightbuoy No 47/48 to Lightbuoy No 63 on Ch. 07

Lightbuoy No 63 to Lightbuoy No 58 on Ch. 05

Lightbuoy No 58 to Lightbuoy No 79 on Ch. 82

Lightbuoy No 79 to Lightuoy No 93 on Ch. 21

Bremen Weser Traffic

Lightbuoy No 93 (Käseburg) to Lightbuoy No 113 (Farge) on Ch. 19

Lightbuoy No 113 to Lemwerder Airfield (km 15) on Ch. 78

Lemwerder Airfield (km 15) to Bremen Railway Bridge (km 1.37) on Ch. 81

11.3 PILOTAGE

The river Weser pilotage area is divided into two districts:

Sea pilots (mouth of river Weser to Bremerhaven) and river pilots (Bremerhaven to Bremen).

For ports south of Bremerhaven change over of pilots take place off Bremerhaven in vicinity of river Geeste.

Sea pilots (from German Bight to Bremerhaven) Weser II / Jade Pilots (Bremerhaven)

Phone: +49 (0)471 944242

Fax: +49 (0)471 9442439

E-Mail: dispo@weserjadepilot.de

River pilots (from Bremerhaven to Bremen) Weser I / Pilot (Bremen)

Phone (operations/24 h): +49 (0)421 394044

Fax (operations/24 h): +49 (0)471 9414143

Fax (administration): +49 (0)421 382243

E-Mail: info@weserriverpilot.com

Pilotage is compulsory for:

all tankers; other vessels with LOA \geq 90m or \geq 13m in beam or with a draft of \geq 8.0 m (distance buoy Weser 3/Jade 2 - Bremerhaven) or a draft of \geq 6.5m (distance Bremerhaven - Bremen).

Interpolation allowed as follows: Max. length 95m if beam not exceeding 12.5m or max. beam 13.5m if length not exceeding 85.0 m.

River pilots (Weser I): Changeover of pilots takes place off Bremerhaven, usually in vicinity of Geeste river mouth. River pilots act as berthing pilots as well.

Sea pilots (Weser II / Jade): Under normal weather conditions the boarding position is near buoy Weser 3/Jade 2. In rough weather the pilot vessel operates at a sheltered position near light buoys 17 and 19 at "Hohe Weg Roads".

The following inbound vessels must take the pilot at light vessel "German Bight": Tankers with LOA \geq 150m or \geq 23m in beam; bulk vessels with LOA \geq 250m or \geq 40m in beam or draft \geq 13.5m; all vessels with LOA \geq 350m or \geq 45m in beam. Upon request the pilot can be picked up by helicopter provided an approved landing or winching area meeting the international standards is available.

Boarding Position

In normal weather conditions the sea pilot's boarding ground is close to Weser 3/Jade 2 buoy. In rough weather the pilot vessel operates at a sheltered position between light buoys 17 and 19 at "Hohe Weg Roads". Radar assistance is available.

Inbound vessels exceeding following parameters must take a pilot at raconbuoy "German Bight" position: Tankers with LOA \geq 150m or \geq 23m beam; bulk vessels with LOA \geq 250m or \geq 40m beam or draft \geq 13.5m; all vessels with LOA \geq 350m or \geq 45m beam.

Helicopter pilot can be provided upon request for ships with approved landing or winching area meeting the international standards.

Boarding Equipment

Normal pilot ladder, without man ropes or boat lines. Pilot lift is accepted.

Inbound vessels are requested to report to Sea Pilots

- not later than 24 hrs before arrival at boarding position "German Bight"
- not later than 12 hrs before arrival at boarding position "Weser 3/Jade 2"
- additional message via VHF not later than 3 hrs before arrival at appropriate boarding position

Requests shall be sent to:

Weser / Jade Pilot Bremerhaven
via VHF Channel 6 or

Phone: +49 (0)471 944242

Fax: +49 (0)471 9442439 or

E- Mail: dispo@weserjadepilot.de

Website: <https://www.weserjadepilot.de>

When taking the pilot at German Bight Light Vessel a 24 hour notice is required. A 12 hour notice is required when taking the pilot at the boarding station near Racon buoy Weser3/Jade2.

Following particulars to be transmitted:

vessel's name

overall length, largest width, actual draft in fresh water (all in meters)

ETA at light vessel/boarding position

port of destination.

Corrected ETA messages should be sent three and one hour prior to arrival by VHF channel 6 to pilot vessel.

Pilots can also be ordered to any port of sailing in the North Sea 24 hours prior to sailing.

In case helicopter transfer of the pilot is required, the request should be sent 24 hours in advance to the pilot station by stating in addition to the above information whether a marked winching or landing area is provided indicating where this area is located. An updated ETA message should be sent 6 hours in advance, while the exact time of arrival has to be transmitted 2 hours in advance.

Short term requests for helicopter transfer of pilots will be accepted, but in this case no guarantee will be given that the transfer is performed at the time desired.

Outbound/shifting vessels are requested to report to River Pilots

Not later than 2 hrs prior to sailing/shifting. For vessel's departures between 19:00 hrs and 08:00 hrs the pilot has to be preordered latest until 17:00 hrs.

Requests shall be sent to:

Weser 1 Pilot

Phone: +49 (0)421 394044 or +49 (0)471 9414141

E- Mail: branch.bhv@weserriverpilot.com

Website: <http://www.weserriverpilot.com/>

Reporting details

Vessel's name, length, beam, gross tonnage, actual draft, pilot boarding position, ETA/ETD at/from boarding position, destination.

When having requested a pilot to be boarded in the German Bight indication whether transfer by pilot vessel or by helicopter is necessary.

11.4 TUGS

Tug service providers need a license from the Harbour Master.

Services have to be ordered directly or via the agent.

Port operation office to be informed on towage provider ordered.

For boarding and/or unboarding docking pilots tugs and a pilot cutter are used.

A sufficient number of tugs from different tug companies is available day and night.

No extra charge for using tug lines.

Contacts:

Bugsier: +49 (0)471 487422/33 einsatzleitungBHV@bugsier.de

BOLUDA TOWAGE EUROPE +49 (0)421 3488219 operationsbremerhaven@boluda.eu

Svitzer +49 (0)471 290019011 Bremerhaven@Svitzer.com

11.5 MOORING

Mooring service providers need a license from the Harbour Master. Services have to be ordered directly or via the agent.

Port operation office to be informed on mooring service provider ordered.

Use of boatmen is compulsory.

It is the Master's responsibility to ensure a safe and efficient mooring throughout vessel's stay in the port.

Contacts:

"FESTMA" Vertäugesellschaft m.b.H.

Phone: +49 (0)421 540101

Mobil +49 (0)170 3318030

E- Mail: bremen@festma.de

Guidelines for Master for Mooring

These guidelines are a copy of a section of the OCIMF Mooring Equipment Guidelines: Mooring lines should be arranged as symmetrically as possible about the midship point of the vessel. (Symmetrical arrangement is more likely to ensure good load distribution than an asymmetrical arrangement).

Breast lines should be oriented as perpendicular to the longitudinal centre line of the vessel and as far aft and forward as possible.

Spring line should be oriented as parallel as possible to the longitudinal center line the vessel.

The vertical angle of the mooring lines should be kept to a minimum

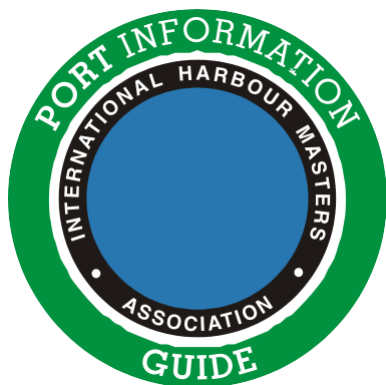
Generally, mooring lines of the same size and type (material) should be used for all leads. If this is not possible due to available equipment, all lines in the same service, i.e. breast lines, spring lines, head lines, etc. should be the same size and type. For example, all spring lines could be wire and all breast lines synthetic.

If tails are used on the wires, the same size and type of tail should be used on all lines run out in the same service.

Mooring lines should be arranged so that all lines in the same service are about the same length between the vessel's winch and the shore bollard.

Line elasticity varies directly with line length and shorter lines will assume more load.

12 NAUTICAL COMMUNICATION



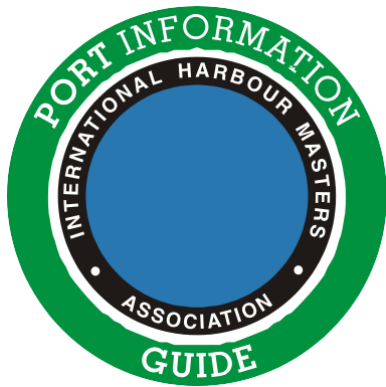
12.1 VHF CHANNELS PORT AUTHORITY

Bremen Port Radio	03
Oslebshausen Lock Radio	12

12.2 VHF CHANNELS SHIP TO SHIP

within tidal area	06
within Industriehafen area	10

13 CARGO OPERATIONS



13.1 GENERAL

Specific requirements apply to the handling of dangerous goods and loading/unloading of tankers and bulk carriers.

13.2 DANGEROUS GOODS IN PACKAGED FORM

The following quantity restrictions apply (per ship):

- class 1.1: 5000 kg (net explosive mass)
- class 1.2: 30000 kg (net explosive mass)
- class 1.5: 5000 kg (net explosive mass)
- class 5.2 with subsidiary risk 1: 15.000 kg
- class 6.2 subject to individual permission
- class 7: sum of transport index 200

The requirements for the safe handling of packaged dangerous goods are stipulated in annex 4 of the port bye laws.

13.3 TANK SHIPS

Prior to commencement of cargo operations the ship/shore safety checklist provided by the terminal has to be completed.

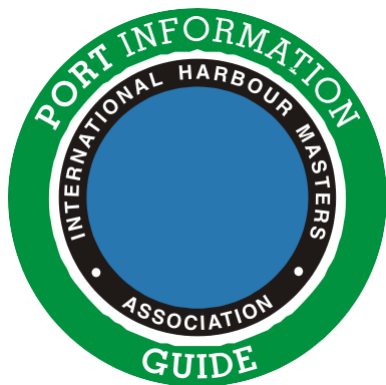
The requirements for the safe handling of liquid bulk cargo are stipulated in annex 5 of the port bye laws.

13.4 BULK CARRIERS

Prior to commencement of cargo operations the ship has to submit the loading/unloading plan to the terminal and the ship/shore safety checklist provided by the terminal has to be completed.

The requirements for the safe handling of solid bulk cargo are stipulated in annexes 5 and 10 to 13 of the port bye laws.

14 VESSEL OPERATIONS



14.1 GENERAL

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

It is not permitted:

- to use incinerators
- to conduct bottom or propeller cleaning
- to fish without a permit

Painting and cleaning can be done, provided measures are in place to prevent spillage into water or pollution or contamination of adjacent areas or objects.

14.2 LOWERING BOATS & RAFTS

Before lowering boats or rafts contact Port Authority on VHF 3 „Bremen Port“ for permission

14.3 MAINTENANCE & REPAIR

Cold work - Repairs not involving and with no risk of fire or sparks

These repairs need to be reported to the Port Operation Office if the vessel is temporarily immobilized.

Hot Work - Repairs involving or with a risk of fire or sparks

Before starting repairs, a Harbour Master's permit is compulsory for hot work:

- in cargo holds, ballast tanks and bunker tanks of ships and within a range of 30 metres from deck cargo and open hatches;
- on tankers and other ships carrying dangerous goods outside closed accommodation quarters;
- on deck of ships taking liquid fuel and lubricating material;
- within a range of 30 metres of ships mentioned above.

Hot work is only permitted when an approval is given by the authority in written form. For repair and hot work on tankers special regulations are in force.

Exceptions to these regulations apply if:

a ship is in a shipyard or other area that has a permit to carry out the work concerned Permission has been granted by the Port Authority

14.4 UNDERWATER INSPECTION/CLEANING

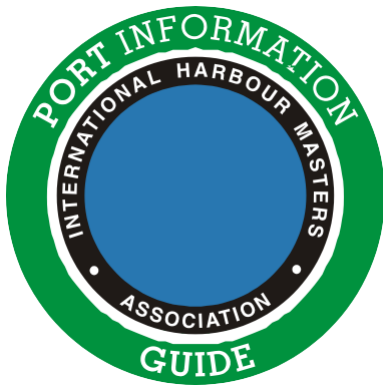
Inspection activities outboard or under water must be requested to the Harbour Master's Office. Commencement and completion of the inspection must be reported. Underwater and propeller cleaning is not permitted in the port of Bremen.

14.5 BALLAST WATER AND SCRUBBER EFFLUENT

Ballast water is permitted to be discharged into port waters only when in compliance with standard D1 (exchanged at sea in designated exchange areas) or standard D2 (treated to conform with the Ballast Water Performance Standard) of the Ballast Water Convention. When making use of active substances to comply with standard D2, a permit under water resources law for discharge of ballast water in the port is mandatory. Therefore, a general ruling has been adopted. Notification of intended ballast water discharge must be given prior to ballast water operations to ballastwater@umwelt.bremen.de. A form sheet was prepared for this purpose. The Form sheet is available on <https://www.hbh.bremen.de/info-service/information-1842>. For further information on requirements on maximum permissible concentrations of active substance at discharge, see <https://www.hbh.bremen.de/info-service/information-1842> as well.

Scrubbers may be operated for the cleaning of exhaust gases, to comply with the sulphur limits of MARPOL Annex VI. However, the discharge of effluent from open loop scrubbers into port waters is prohibited. A closed loop exhaust gas cleaning system may be used, when no process water (bleed-off water) is discharged into port waters. Exempted is discharge from scrubbers, which are mandatory when discharging flammable liquids with a flash point of 60°C or lower due to international ship safety regulations (SOLAS Regulation II-2/10). Scrubber sludge is to be disposed of into port reception facilities (see 4.9).

15 PORT INSPECTIONS



15.1 GENERAL

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

15.2 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 organisation with their member states covers the waters of the European coast and the North Atlantic basin from Canada to Europe.

More information on Port State Control can be found on <http://www.parismou.org> and <http://www.emsa.eu>, the website of the European Maritime Safety Agency.

The German Port State Control is carried out by BG-Verkehr/Ship Safety Division:

BG Verkehr
Dienststelle Schiffssicherheit
Brandstwierte 1
20457 Hamburg
Phone: +49 (0)40 36137-100
Fax: +49 (0)40 36137-295
Mail: psc@bg-verkehr.de
Website: <http://www.see-bg.de>

15.3 INSPECTIONS FROM OTHER PARTIES

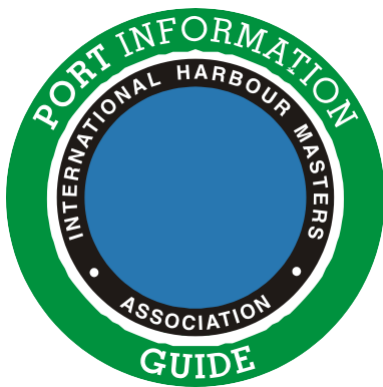
During ship's stay in the port, the ship may be visited by officials representing the Harbour Master's Safety Department / Dangerous Goods Department or Water Police for inspections and checks on standards for cargo handling and regulations, such as port rules.

Furthermore, MARPOL inspections may be carried out on behalf of State Port Control.

Port Authority Officers are entitled to supervise the correct disposal of ship waste and to take samples of the fuel used at berth, in order to verify the sulphur content.

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

16 PORT SERVICES



16.1 FUEL AND LUBRICATION OIL

All kind of fuels and lubrication oils are available.

In order to prevent oil spills, a Pre Bunker Checklist has been introduced. This checklist 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.

See appendix 8 Bremen Port Ordinance on our homepage <https://www.hbh.bremen.de>.

16.2 FRESH WATER

Fresh water connections are available at all major berths, no water barges available. In general, a supply of potable water is ordered before arrival via ship's agent.

16.3 STORES

Ship's stores can be ordered via agent. Supply will be delivered to all major berths.

16.4 REPAIRS

Minor ship repairs can be carried out by local specialized companies.

Shipyards for comprehensive works are situated in the Port of Bremerhaven.

LLOYD WERFT BREMERHAVEN GMBH

Internet: <http://www.lloydwerft.com>

BREDO DRY DOCKS GmbH

Internet: <http://www.bredo.de>

RS Heise Schiffs- und Industrietechnik GmbH & Co. KG

Internet: <http://www.heise-schiffsreparatur.de>

16.5 DERATTING

see chapter 4.2

16.6 SURVEYORS

All types of surveys possible. Surveyors can be ordered via agent.

All major classification societies have representatives in Bremen/Bremerhaven.

16.7 MEDICAL

All medical facilities available.

16.8 SEAMEN'S MISSION

Seaman's mission / club offers recreational facilities, telephone, internet and exchange services as well as transport to and from the ship

Bremer Seemannsmission e.V
Hermann-Prüser-Str. 4
28237 Bremen

Phone:

+49 (0)421 69696235

E-Mail:

bremen@seemannsmission.org

Websites:

<https://www.bremerseemannsmission.de/>

<https://seemannsmission.org/>

16.9 TRANSPORT

International airport located 5 km from the port, <https://www.bremen-airport.com>

16.10 GANGWAY SERVICE

Service is available but not compulsory.

Contact:

Hafenstauerei Kpt. Wilhelm Schultze GmbH & Co. KG

Getreidestraße 14

28217 Bremen

Phone:

+49 (0)421 61100509

Fax:

+49 (0)421 6165183

E-Mail:

info@hafenstauerei.de

Website:

www.hafenstauerei.de

16.11 BALLAST

Ballastwater can be discharged if it was exchanged according to D-1 regulation or treated according to D-2 standards – depending on the procedure certified in the vessel's Ballastwater Certificate and as stated in the BWMP.

If the Ballastwater Treatment System uses active substances, a notification (available at Link: https://umwelt.bremen.de/sixcms/media.php/13/Formular_Mitteilung_10_11_2021_englisch_zurVer%C3%B6ff.pdf) has to be filed and sent to ballastwater@umwelt.bremen.de - See Chapter 14.5.

16.12 SLOP RECEPTION

Barges or road tankers for reception of slops, oily waste etc. are available.
Service by authorised companies. Please contact your agent.