

# **Bremen Port Ordinance (Port Bye-Laws)**

dated 24 April 2001 (including all amendments until 06 October 2009)

By virtue of § 20 (1) of Bremen Port Operation Act dated 21 November 2000 (Brem.Gbl. pp.437, 488), the following is hereby decreed:

## **Section 1**

### **General provisions**

- § 1 Scope of application
- § 2 Application of other regulations
- § 3 Definitions
- § 4 General conduct in ports
- § 5 Responsibilities

## **Section 2**

### **Traffic regulations**

#### **Subsection 1**

#### **Regulations for entry and leaving of port and for shifting within port**

- § 6 Notification of ships
- § 7 Berthing
- § 8 Shifting in port
- § 9 Traffic permission
- § 9a Prohibition to enter or to leave the port
- § 10 Ship movement report, traffic information
- § 11 Harbour pilots
- § 12 Certificates of qualification

#### **Subsection 2**

#### **Regulations for port navigation**

- § 13 General navigational regulations
- § 14 Use and passage of locks, bridges and high water defence barrages
- § 15 Navigation in "Geeste" area
- § 16 Navigation in "Industriehafen" area
- § 17 Push and towage units
- § 18 Sound signals
- § 19 Use of anchor for manoeuvring
- § 20 Recreational crafts

#### **Subsection 3**

#### **Idle traffic**

- § 21 Use of floating installations and port stairs
- § 22 Mooring

- § 23 Anchoring
- § 24 Access to ships, shore connections
- § 25 Manning, guarding, supervision
- § 26 Optical signals of moored ships
- § 27 Protruding objects
- § 28 Use of ship propulsion equipment
- §28a Maximum Sulphur Content in Marine Fuels
- § 29 Ship repair and maintenance works
- § 30 Conduct at ice risk

### **Section 3**

#### **Miscellaneous regulations**

- § 31 General notification requirements, removal of obstacles
- § 32 Extraordinary use of port water area
- § 33 Harbour crafts
- § 34 Pursuance of fishery
- § 35 Prohibitions

### **Section 4**

#### **Safety**

##### **Subsection 1**

##### **General provisions**

- § 36 Crossing and use of railway tracks, parking of road vehicles
- § 37 Smoking, use of fire and open light
- § 38 Hot works
- § 39 Fumigation of ships and cargo transport units, fumigated cargoes

##### **Subsection 2**

##### **Solid bulk cargo**

- § 40 Handling of solid bulk cargo
- §40a Safety provisions for ships carrying solid bulk cargo
- §40b Safety provisions for terminals handling solid bulk cargo

##### **Subsection 3**

##### **Dangerous goods**

- § 41 Notification of dangerous goods
- § 42 Transit, handling and intermediate keeping of dangerous goods in packaged form
- § 43 Notification of and information about incidents involving dangerous goods, emergency response
- § 44 Responsibility relating to entry, transit, handling and intermediate keeping of dangerous goods

## **Subsection 4**

### **Tankers**

- § 45 Notification of tanker cargo
- § 46 Berths for tankers
- § 47 Access to tankers
- § 48 Safety provisions for tankers
- § 49 Supplementary cargo on tankers
- § 50 Tank cleaning and degassing
- § 51 Inerting
- § 52 Repair works on tankers
- § 53 Bunkering of fuels and lubricants

## **Section 5**

### **Waste disposal**

- § 54 Disposal of solid waste
- § 55 Disposal of oil, sludge, oily mixtures and liquid chemicals

## **Section 6**

### **Business statistics, electronic data processing/ data protection**

#### **Subsection 1**

##### **Business statistics**

- §55a Business statistics

#### **Subsection 2**

##### **Electronic data processing/data protection**

- § 56 Data collection
- § 57 Purpose
- § 58 Data transfer

## **Section 7**

### **Administrative offences, concluding and transitional provisions**

- § 59 Exemptions, incidental provisions
- § 60 Administrative offences
- §60a Transitional provisions
- § 61 Entry into force

## **Annexes**

- 1 Traffic regulations
- 2 Exemption from compulsory harbour pilotage
- 3 Signals of locks and bridges
- 4 Quantity limitations and safety provisions for dangerous goods in packaged form

- 5 Special safety provisions for the handling of solid and liquid bulk cargo
- 6 Tanker berths
- 7 Permit for hot works ashore
- 8 Pre-transfer checklist form
- 9 deleted
- 10 Information required according to § 40 (2)
- 11 Responsibilities according to § 40 (4)
- 12 Criteria for the suitability of ships and terminals according to § 40a and § 40b
- 13 Ship shore safety checklist for bulk carriers

**Section 1**  
**General Provisions**

**§ 1**

**Scope of application**

- (1) The waterside and shoreside boundaries of the port area are stipulated in the Bremen Port Area Ordinance and the port area maps attached thereto.
- (2) Competence of Port Authority according to § 6 (2) of Bremen Port Operation Act is limited to ships in port water areas and to those shoreside areas marked in red colour in the Bremen Port Area Ordinance and in the port area maps.

**§ 2**

**Application of other regulations**

Within port area, in addition to the Bremen Port Operation Act, in particular the following regulations are applicable:

1. Sea Waterway Traffic Regulation;
2. Ordinance on Particular Requirements for the Entry of Ships into the Internal Waters of the Federal Republic of Germany;
3. Ship Safety Act;
4. Ordinance on the Safety of Ships;
5. Ordinance on the Safety of Inland Waterway Barges;
6. Inland Waterway Traffic Regulation;
7. Ordinance on the Safe Manning of Ships;
8. Ordinance on the Training and Certification of Shipmasters and Officers of Deck and Engine Department;
9. Ordinance on the Training and Certification for Inland Waterway Navigation;
10. Law on the Transport of Dangerous Goods and the regulations stipulated in § 3 (17) of this Ordinance on the transport of dangerous goods. Unless otherwise specified, inland barges are subject to the Transport of Dangerous Goods by Inland Waterway Ordinance applicable, and seagoing ships are subject to the Transport of Dangerous Goods by Sea Ordinance.
11. Law on weight tags on heavy cargo parcels carried on ships.

### § 3 Definitions

Terms used in these Bye-Laws are defined as follows:

1. **Ports**  
Docks, entrances to docks, outer harbours and locks.
2. **Port installations**  
Cargo handling facilities, berths, jetties, piers and landing places. Riverside installations are port installations as per sentence 1 located by river Weser including small Weser tributaries and river Geeste.
3. **Ships**  
Seagoing ships and inland barges, harbour crafts, recreational crafts, floating working units and other floating devices normally intended to be used for moving through water, including hydroplanes and non-water displacing watercrafts.
4. **Harbour crafts**  
Ships designated mainly for commercial or official use within port.
5. **Passenger ships**  
Ships used for commercial transport of passengers.
6. **Floating working units**  
Floating working devices without own propulsion such as dredgers, floating cranes, pile-drivers, lifting units and reclamation dredgers, including their floating equipment.
7. **Floating installations**  
Floating facilities normally not designated for moving through water such as floating docks and floating landing stages; in case of shifting, these installations to be considered as ships.
8. **Recreational crafts**  
Ships used for water sport or recreational purposes including those ships used commercially for water sports training.
9. **Laid-up ships**  
Ships used for commercial purposes which temporarily cannot be used for their designated commercial purpose, in particular ships waiting for cargo or ships wanting to occupy a berth outside a shipyard in order to undergo conversion or repair.
10. **Extraordinary push or towage units**  
Push or towage units susceptible to hamper traffic within ports or river Geeste or requiring particular consideration by other ships.
11. **Shore vehicles**  
Road vehicles, railway cars and rolling cargo handling units such as elevators, trailers, fork lifts and van carriers.

**12. Shipmaster**

Any person responsible for the conduct of a ship or otherwise responsible for the safety of a ship.

**12a. Owner**

Owner of a sea going ship or inland barge or any organization or person who has assumed the responsibility for the operation of the ship or barge from the owner and who on assuming such responsibility has agreed to take over all the duties and responsibilities.

**12b. Time charterer**

Organization or person who chartered from the owner a sea going ship or inland barge as a whole and who determines the ports of call of the ship or barge.

**12c. Representative**

Organization or person who on behalf of the shipmaster, owner or time charterer takes over duties related to the handling of the ship in the port, particularly in relation with tug boats, pilots, mooring men and authorities.

**13. Fairway**

Public water areas within ports or on river Geeste up to downstream side of "Stresemannstrasse" bridge.

**14. Cargo handling**

Loading and unloading of ships and containers including transport of goods to be loaded or unloaded on piers, in sheds or storage areas; embarkation and disembarkation of passengers to be also considered cargo handling.

**15. Transit**

Goods not intended for cargo handling and remaining on board a ship.

**16. Intermediate keeping**

Temporary keeping (storage) of goods following commencement and in the course of transportation for the purpose of changing transport mode or means for onward transport purpose.

**17. Dangerous goods**

Substances and articles referred to in § 4 (8) of the Bremen Port Operation Act, in particular defined by the following statutory provisions:

- a) Transport of Dangerous Goods by Sea Ordinance
- b) Transport of Dangerous Goods by Inland Barge Ordinance
- c) Domestic and Foreign Transport of Dangerous Goods by Road Ordinance
- d) Domestic and Foreign Transport of Dangerous Goods by Rail Ordinance
- e) Exemption orders, international agreements and individual exemptions decreed by virtue of the ordinances stipulated under a) to d).

**18. Dangerous goods in packaged form**

Dangerous goods in packagings, portable tanks, intermediate bulk containers, unit loads and cargo transport unit.

18a. **BLU-Code**

The Code of Practice for the Safe Loading and Unloading of Bulk Carriers, as contained in the Annex to IMO Assembly Resolution A.862(20) of 27 November 1997, as it stands on 4 December 2001.

18b. **Solid Bulk Cargo**

Cargo as defined in Regulation XII/1.4 of the 1974 SOLAS Convention.

19. **Tankers**

Ships (seagoing ships and inland barges) and harbour crafts equipped and certified for the transport of bulk (unpacked) flammable liquids, liquefied gases, liquid chemicals and other pumpable substances that are aquatic pollutants or otherwise environmentally hazardous.

20. **Flammable liquids**

Substances having a flashpoint of up to 100°C, being neither solid nor pasty at 35°C, and having a vapour pressure of 300 kPa or less at 50°C.

21. **Liquefied gases**

Substances having a vapour pressure of more than 300 kPa at 50°C, or substances being completely gaseous at 20°C and 101.3 kPa to be transported in a partially liquid state according to the applicable transport regulations.

22. **Liquid chemicals**

Substances handled and transported in liquid state having toxic, corrosive, infectious or other hazardous properties which are listed in Annex B2 of ADNR (Transport of Dangerous Goods by Inland Barge Ordinance) or the IBC Code.

23. **Liquid substances that are aquatic pollutants or otherwise environmentally hazardous**

Liquids subject to the German Water Management Act or to Annexes I or II of MARPOL 73/78 Convention.

24. **Tanker ports and berths**

Sections of port area listed in Annex 6 of this Ordinance.

25. **Gas-free tankers**

Tankers with cargo tanks and pipe systems which do not contain detectable concentrations of flammable or noxious gases or vapours.

26. **Inerted tankers**

Tankers with cargo tank atmosphere in compliance with the conditions referred to under § 51.

27. **Hot works**

Works carried out using open flames and works where sparks are generated or where objects are heated to an extent as to almost cause ignition, e.g. works involving welding, cutting, heating and soldering equipment, spark-producing tools and equipment, blasting equipment, and heated rivets.



## **§ 4**

### **General conduct in ports**

- (1) Within the scope of application of this Ordinance, every person must behave in such a manner as to prevent any person from being damaged or endangered or from being more than unduly hampered or annoyed owing to the circumstances.
- (2) Port Authority, fire brigade and police are exempted from the provisions of this Ordinance to an extent that must be considered indispensable to the prevention of danger.

## **§ 5**

### **Responsibilities**

- (1) The shipmaster is responsible for compliance with the regulations of this Ordinance on conduct in traffic. On inland barges, next to the shipmaster, every crewmember who temporarily sets course and speed of the barge is also responsible.
- (2) Responsible is equally the harbour pilot. He shall assist the shipmaster in such a manner as to enable him to comply with the regulations of this Ordinance.
- (3) On push and towage units, the master of the unit is responsible for safe navigation. Master of the unit is the shipmaster of the towing or pushing ship; shipmasters of the vessels involved may nominate another shipmaster as master of the unit prior to commencement of movement.
- (4) In case several persons are entitled to command a ship, they must nominate the responsible shipmaster prior to commencement of movement.
- (5) Persons involved in cargo handling operations must report to Port Authority on occupational accidents occurred during cargo handling on board ships in port area and in shoreside locations that are marked in red colour in the Bremen Port Area Ordinance and annexed port area maps.
- (6) Other responsibilities resulting from regulations in this Ordinance and from other legislation remain unaffected.

## **Section 2**

### **Traffic regulations**

#### **Subsection 1**

#### **Regulations for entry and leaving of port and for shifting within port**

## **§ 6**

### **Notification of ships**

- (1) Seagoing ships shall be notified to Port Authority not later than 24 hours prior to arrival at port area by electronic data interchange<sup>1</sup> via the Ships Information System (SIS) in accordance with Annex 1 (1). In the event of changes to the last notification, these shall

---

<sup>1</sup> The interface is provided by dbh Logistics IT AG

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

- (2) Inland barges shall notify their arrival at port boundary in accordance with Annex 1 (1) in conjunction with port traffic notification in accordance with § 10.
- (3) Schedules and modifications to schedules of passenger ships shall be notified to Port Authority not later than 2 weeks prior to commencement of voyage or before entering into force of modifications. Notification of schedules and modifications to schedules to be effected by the owner, time charterer or representative.
- (4) Shifting of a ship within port or departure of a ship to be notified to Port Authority not later than 2 hours before leaving berth in accordance with Annex 1 (1). Any delay in regard to intended shiftings or sailings to be reported immediately.
- (5) For the notification of tankers, § 45 to be complied with in addition to above.
- (6) Responsibility for submission of notifications required under subparagraphs (1), (2) and (4) above rests with the shipmaster and, in addition, the owner, time charterer or representative.

## **§ 7**

### **Berthing**

- (1) Berths within public water port areas are allocated by Port Authority. Berthing without prior permission or berthing at other than allocated berth is prohibited.
- (2) Owners or operators of port installations must notify the intended berth to Port Authority, prior to arrival of ship, indicating exact pier position and also intended berthing side.
- (3) Port Authority may generally announce designated berths for inland barges, harbour crafts, floating working units and recreational crafts.
- (4) Port Authority may instruct ships not carrying out cargo operations or not ready for cargo handling to make room for other ships that are ready for cargo handling.
- (5) With a view to the prevention of danger, Port Authority may instruct ships to move to other berths in port or to leave port.
- (6) In case a valid technical licence may not be submitted, evidence of safety of laid-up ships may be furnished by submission of proof of buoyancy upon request of Port Authority.

## **§ 8**

### **Shifting in port**

- (1) Shifting in port including shifting assisted by use of mooring lines only, is considered taking a new berth.

- (2) The provisions of § 6 regarding notification of ships and of § 7 on berthing are equally applicable.

## **§ 9**

### **Traffic permission**

- (1) Ships require a Port Authority permission to navigate in port area when
1. they are at risk of sinking;
  2. they are on fire, or have cargo on fire, or are suspected to be on fire, or have been on fire and successful fire extinguishing is not ascertained;
  3. with regard to their general condition, condition of their cargo, equipment or crew, they have serious defects or constitute a danger to public safety;
  4. they do not comply with the requirements of the Ship Safety Act or of the Ordinance on the Safety of Inland Waterway Barges;
  5. they are tankers and intend to berth outside approved tanker berths;
  6. they carry dangerous goods in excess of the permitted quantities stipulated in Annex 4;
  7. they are nuclear-powered;
  8. they require exclusive use of fairway on account of their dimensions or draft;
  9. they navigate as extraordinary push or towage unit;
  10. they have a considerable list or carry protruding parts of equipment or cargo that impede safe mooring or safe passage of locks, bridges or other narrow locations.

The permission may be refused for reasons of public safety.

- (2) The responsibility to apply for such permission rests with the shipmaster and, in addition, with the owner, time charterer or representative.

## **§ 9a**

### **Prohibition to enter or to leave the port**

The Port Authority is entitled to prohibit a ship from entering or leaving the port whenever the shipmaster or his representative refused to comply with an order of the Port Authority.

## **§ 10**

### **Ship movement report, traffic information**

- (1) In accordance with Annex 1 (2), ships must send a VHF movement report to Port Authority prior to arrival in port area, after berthing, and immediately before leaving berth (ship movement report).

- (2) Provided they do not pass through locks and bridges, the following ships are exempted from movement report requirements:
1. Tug boats engaged in port manoeuvre assistance,
  2. Authority crafts,
  3. Harbour crafts unless otherwise stipulated in their licence,
  4. Passenger ships engaged in regular traffic inside port area, between the ports of Bremen and German North Sea ports or between locations at lower river Weser,
  5. Ferry boats engaged in traffic between locations at lower river Weser;
  6. Recreational crafts.
- (3) All ships navigating in port area and equipped with VHF shall monitor the channels announced in Annex 1 (3) and, in the port district of Bremen, shall inform other ships prior to leaving berth, turning, entering or leaving dock or passing blind corners giving name and direction (traffic information).

## § 11

### Harbour pilots

- (1) When navigating in port, the shipmaster shall be assisted by a harbour pilot to serve as nautical consultant.
- (2) Harbour pilotage is not compulsory for
1. crafts of Federal and state authorities;
  2. inland barges and inland tankers;
  3. seagoing ships except tankers not exceeding 90 metres in length and 13 metres in width;
  4. tankers not exceeding 60 metres in length and 10 metres in width;
- (3) Upon request, Port Authority may exempt from compulsory pilotage:
1. seagoing ships except tankers not exceeding 120 metres in length and 19 metres in width if
    - a) the shipmaster did navigate the respective ship under pilot assistance within the last 12 months inside the part of port area concerned
      - aa) in Bremen at least 12 times,
      - bb) in Bremerhaven at least 24 times

and evidence is provided by submission of a certificate according to Annex 2,
    - b) the ship is equipped with perfectly working radar and perfectly working VHF, and
    - c) the shipmaster holds a valid certificate of qualification and proves sufficient

knowledge of the German language by submission of a certificate according to Annex 2.

2. seagoing ships except tankers exceeding 120 metres in length and 19 metres in width if

- a) the shipmaster did navigate the respective ship under pilot assistance within the last 12 months inside the part of port area concerned

- aa) in Bremen at least 12 times,
- bb) in Bremerhaven at least 48 times

and evidence is provided by submission of a certificate according to Annex 2,

- b) conditions in (3) (1) b) and c) are complied with.

- (4) Exemption of compulsory pilotage applies only to a specific ship and a specific shipmaster, will be valid 12 months and may be withdrawn at any time. The exemption may be extended by 12 months respectively if, in the course of the previous 12 months, the shipmaster did navigate the respective ship within the part of port area concerned

1. under an existing exemption according to (3) (1):  
in Bremen at least 6 times,  
in Bremerhaven at least 12 times,

2. under an existing exemption according to (3) (2):  
in Bremen at least 6 times,  
in Bremerhaven at least 24 times

without objection. Evidence shall be provided upon request of Port Authority.

- (5) Upon request, Port Authority may transfer the exemption to a seagoing ship with similar dimensions and similar manoeuvre characteristics.
- (6) With a view to the prevention of danger, Port Authority may oblige ships exempted from compulsory pilotage or shifting by use of mooring lines to take a harbour pilot for the safety of navigation.

## **§ 12**

### **Certificates of qualification**

- (1) The following provisions are applicable for navigation inside ports and on river Geeste.
- (2) The navigation of a ship requires a certificate of qualification according to the Ordinance on the Training and Certification of Shipmasters and Officers of Deck and Engine Department or according to the Ordinance on the Training and Certification for Inland Waterway Navigation or, for persons who are not residents in the Federal Republic of Germany, alternatively a certification of qualification issued in accordance with the regulations of the ship's flag state.
- (3) The navigation of a recreational craft of an engine power exceeding 3.68 kW requires, at all events, a licence according to the Recreational Craft Licence Ordinance (Sea or Inland).

- (4) The navigation of a commercial craft of less than 15 metres in length, with the exception of passenger crafts and push and towage units, is equally covered by a licence according to the Recreational Craft Licence Ordinance (Sea or Inland) or a qualification as skilled deck hand for inland barges or as ship mechanic according to the Ordinance on the Safe Manning of Ships.
- (5) A certificate of qualification is not required for the navigation of
  1. a ship which is moored alongside and pushed by another ship in such a way that neither course nor speed can be set independently;
  2. a manually powered craft or a craft with an engine power not exceeding 3.68 kW;
  3. official crafts of Federal or state authorities, of fire brigade and of water rescue organisations if the person navigating the craft holds a written authorization issued by the respective authority or organisation. This is equally applicable to persons holding a written authorization of a public-service corporation in regard to navigation of rescue crafts;
  4. a subsidiary craft of a floating working unit if the person navigating the subsidiary craft is crew member of the floating working unit, at least 16 years old and if length of craft is less than 15 metres with an engine power not exceeding 25 kW.
- (6) The owner is responsible that the ship is navigated only by persons holding a certificate of qualification stipulated in subparagraph (2) to (4) and that, in respect of subsidiary crafts, at least conditions of subparagraph (5) No. 4 are complied with.

## **Subsection 2**

### **Regulations for port navigation**

#### **§ 13**

#### **General navigational regulations**

- (1) When navigating in port area, ships shall reduce speed as far as possible and manoeuvre in such a manner as to not endanger other ships and installations. Course to be selected in such a way as to assure permanent control of traffic situation and manoeuvres to be adjusted accordingly.
- (2) Ships are to keep to the right side of the fairway and to navigate in such a way that fairway is not occupied more and longer than necessary.
- (3) In port area and on river Geeste, small crafts are to give consideration to the movements of larger ships. Ships carrying out turning manoeuvres must not be hampered by other ships.
- (4) Letting a ship drift which is not manoeuvrable is prohibited.
- (5) Towed ships without operative means of propulsion must not dismiss tug before being moored at allocated berth.
- (6) Ships intending to turn in order to regulate nautical instruments are to obtain prior Port Authority permission. They must have sufficient tug assistance available and give way to ships passing by.

- (7) Propellers, bow thrusters and other means of propulsion must be used with due caution when manoeuvring in port area.

## **§ 14**

### **Use and passage of locks, bridges and high water defence barrages**

- (1) For the passing of locks and bridges, Port Authority may determine dimensions of ships and stipulate times of opening and closing.
- (2) Ships having a list or carrying protruding parts of equipment or cargo may be excluded from passing a lock.
- (3) Ships waiting outside a lock must not obstruct fairway or hamper the passage of other ships.
- (4) In front of and inside a lock, no ship must stay longer than necessary to enter or to leave unless otherwise permitted by Port Authority. Cargo handling here is only permitted with Port Authority approval.
- (5) It is prohibited to drop or dredge anchor or towage lines in front of lock entrances and inside locks.
- (6) Lock entrances may not be passed by several ships simultaneously.
- (7) Lock entrances, high water defence barrages and bridge openings may be passed only when gates or bridges are completely opened, the full passageway is available and the signals according to Annex 3 indicate free passage. Recreational crafts may enter and leave lock only after all other ships. The instructions of Port Authority regarding sequence of entering and leaving and in regard to mooring position inside lock must be immediately observed.
- (8) To prevent damages in passage, ships must keep suitable fenders ready and use them when necessary. Speed to be reduced to such an extent as is necessary to keep manoeuvrability.
- (9) The operation of propellers, bow thrusters and other means of propulsion must be reduced to an extent indispensable to manoeuvring. During mooring inside a lock, propellers, bow thrusters and other means of propulsion must not be operated.
- (10) When passing a lock, ship's mooring lines must be kept ready and handed ashore according to instructions by Port Authority. Only designated bollards and mooring crosses may be used for mooring. When the water in the lock is balanced, every single ship must be sufficiently moored with a view to water stream and change of water levels. Ship's manoeuvring stations to be continuously and sufficiently manned.
- (11) For the passage of bridge openings and high water defence barrages, the provisions of (1) to (6) and (8) apply accordingly.

## **§ 15**

### **Navigation in “Geeste” area**

- (1) Ships exceeding 100 metres in length are not permitted navigation on river Geeste upriver of high water defence barrage for a period of time commencing half an hour after sunset and ending one hour before sunrise.
- (2) A ship proceeding on river Geeste with the tide has right of way in relation to a ship proceeding against the tide.
- (3) Ships navigating in the State of Bremen section of Elbe-Weser-Waterway (from Stresemannstrasse bridge to Schiffdorf lock) are subject to the Navigational Regulations for Elbe-Weser-Waterway as applicable.

## **§ 16**

### **Navigation in “Industriehafen” area**

When navigating in Industriehafen area in the port district of Bremen, 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.

## **§ 17**

### **Push or towage units**

- (1) During navigation in port area, the towing rig of a towage unit is to be shortened to such an extent as is possible with regard to safe navigation of unit.
- (2) Towed or pushed ships are to be manned with sufficiently qualified personnel.

## **§ 18**

### **Sound signals**

- (1) In port area and on river Geeste, one long blast must be sounded as attention signal before
  1. passing blind corners,
  2. crossing entrances to other docks, and
  3. entering into and leaving from outer harbours and locks.
- (2) Sound signals to indicate alteration of course or overtaking shall be given in case of danger only.
- (3) Only sound signals stipulated in this Ordinance, in the Sea Waterway Traffic Regulation, in the International Regulations for the Prevention of Collisions at Sea and in the Inland Waterway Traffic Regulation are permitted.



## **§ 19**

### **Use of anchor for manoeuvring**

- (1) The use of anchor for manoeuvring is prohibited within the working radius of floating working units, in the vicinity of other obstacles to navigation and in the vicinity of circuit lines and pipes.
- (2) Anchors must be heaved up immediately after use and secured after berthing.
- (3) Port Authority may exempt from the requirements stipulated in subparagraph (2) upon request.

## **§ 20**

### **Recreational crafts**

- (1) Recreational crafts are not permitted to navigate and to moor in port area. In particular cases, Port Authority may grant exemptions upon request.
- (2) This prohibition is not applicable to recreational crafts
  1. in those parts of ports located inside Weser waterway;
  2. as participants in events or when navigating for the purpose of training and examination subject to permission to be obtained as required by § 32 (2) No. 5;
  3. when directly proceeding to berths allocated according to § 7 (1) or generally announced according to § 7 (3) or to repair facilities or winter quarters or to Geeste high water defence barrage, and returning from these locations;
  4. when directly proceeding to berths outside public water port area.
- (3) Recreational crafts and towage units consisting solely of recreational crafts must give way to all other ships on river Geeste and – as far as permitted into ports – in ports and must not hamper their safe passage or manoeuvring.

## **Subsection 3**

### **Idle traffic**

## **§ 21**

### **Use of floating installations and port stairs**

- (1) Floating installations to be used by ships only with Port Authority permission.
- (2) Berthing at port stairs is permitted only for embarkation and disembarkation of persons.
- (3) Access to floating installations and port stairs must not be obstructed by mooring lines or other objects.
- (4) Passenger landing-places may not be entered from shoreside until a passenger ship has been berthed. The indicated maximum number of persons and maximum load must not be exceeded. Instructions of the ship's personnel must be observed.

## **§ 22**

### **Mooring**

- (1) Ships must be safely moored in regard to actual water levels, wind and stream. Mooring must be carried out in such a manner that all ropes and wires are equally stressed and may be released fast and easily in case of need. If required by the circumstances, shipmaster is obliged to arrange for the use of appropriate fenders.
- (2) Only designated equipment shall be used for mooring, such as bollards, rings, mooring crosses and chains. Ships must use the mooring equipment appropriate to their dimensions.
- (3) The positioning of mooring lines, anchors and chains that may obstruct or restrict fairway is permitted only with prior Port Authority approval and with due diligence.
- (4) Heaving lines may not be weighted in such a way that persons might be endangered by their use.
- (5) Installations designated for mooring of ships and their access must not be obstructed. Access to these installations and the working radius of shore vehicles must be kept clear for mooring staff of the entities licenced in accordance with § 13 (4) of the Bremen Port Operation Act.

## **§ 23**

### **Anchoring**

- (1) Anchoring in port area is permitted only with Port Authority approval. The use of anchor for manoeuvring is not regarded as anchoring.
- (2) Anchors to be heaved up immediately after use and to be secured after berthing.

## **§ 24**

### **Access to ships, shore connections**

- (1) Mooring paths and any other access to ships shall be kept clear at all times. Access to ships is permitted only by one of the following facilities.
- (2) All ships must be accessible to persons via safe access facilities. Any arrangement shall comply with the safety rules issued by the professional associations for sea and inland waterway employment or have an equivalent standard of safety. Seagoing ships shall affix securing nets under every single access facility whenever possible.
- (3) Ships berthed without direct connection to shore shall arrange for a safe boat connection at their own expense and upon request of Port Authority.
- (4) In case ships are berthed at port installations equipped with own access facilities, the owner or operator of the port installation shall provide for safe access during complete lay-time.
- (5) Ships moored alongside other ships shall provide for safe access between ships in accordance with subparagraph (2). The shipmaster of the shoreside ship shall allow the crossing of his ship and is obliged to assist in installing safe access if so requested.

- (6) Where access arrangements in accordance with subparagraph (2) to (5) are not possible owing to circumstances, the ladders permanently fixed into quay or stairs may be used. In this case, mooring lines must not impede use of these ladders.
- (7) Access arrangements shall not obstruct or endanger traffic on quay or on the floating installation. Facilities to be secured against shifting and falling and to be sufficiently illuminated in darkness.
- (8) Portable ladders in locks shall be used only with Port Authority permission.

## **§ 25**

### **Manning, guarding, supervision**

- (1) During their stay in port area, ships must be manned sufficiently to ensure that the provisions of this Ordinance will be complied with and that the instructions of Port Authority may be immediately observed. All safety installations must be operative and ships must be prepared to shift at any time.
- (2) Inland water barges at generally announced or allocated berths must be guarded to ensure safe laying.
- (3) Harbour crafts, recreational crafts, floating working units and other floating objects at firmly allocated berths to be supervised by a capable resident person whose name, address and means of contact must be communicated to Port Authority.
- (4) Port Authority may grant exemptions upon request. In particular cases, Port Authority may stipulate procedure and extent of manning, guarding and supervision.
- (5) Responsibility for manning, guarding and supervision according to subparagraph (1) to (3) rests with shipmaster, owner and their representatives.

## **§ 26**

### **Optical signals of moored ships**

- (1) During a period of time from sunset to sunrise and also when visibility is impaired, ships not exceeding 50 metres in length and moored in ports and on river Geeste must show, preferably at deck height, one white panoramic light midships on waterside, for ships exceeding a length of 50 metres, two white panoramic lights, one near bow and one near stern. These signals are not necessary if the contours of the ship are sufficiently and permanently perceptible due to other sources of light.
- (2) In case two or more ships are moored alongside one another, only the ship berthed next to fairway must show the light(s). In case bow or stern of a berthed ship exceeds berth dimensions, ship must show one white panoramic light at the utmost end of the protruding part of ship.

## **§ 27**

### **Protruding objects**

- (1) Objects may protrude over the sides of a ship only to an extent that will not obstruct or endanger traffic and other port operations and cause damage to port installations or floating installations. In case protrusion of objects is unavoidable, Port Authority must

be informed. Protruding objects shall be signalled by adequate lighting in the dark and when visibility is impaired. Passing ship traffic must not be dazzled.

- (2) In case cargo handling gear such as container bridges, crane jibs and elevators are not used for cargo operation, they must be raised or turned to shoreside by owner or operator of port installation. At unoccupied berths, cargo handling gear may exceed quayside, be lowered or turned to waterside only with Port Authority permission.

## **§ 28**

### **Use of ship propulsion equipment**

- (1) Prior to ship propulsion operation, measures must be taken to ensure that other ships are not endangered.
- (2) Moored ships may turn their propeller only for function tests at low revolutions.
- (3) Engine function tests and towage strength tests may only be carried out in locations allocated by Port Authority. The turning of the propeller during warm-up of engine will be equivalent to an engine function test.
- (4) In the course of a test run in accordance with to (2) or (3), bridge shall be manned with a person holding a nautical certificate of qualification. Manoeuvring stations must be manned in such a way as to ensure that, in case of danger, engine can be stopped immediately.
- (5) Ships obliged to turn their propeller during lay-time due to their type of propulsion, must clearly signalize this astern by coloured beams lowered down close to waterline or by other appropriate means. By night and when visibility is impaired, sufficient illumination must be ensured.
- (6) Subparagraphs (2) to (4) to apply analogously to water jet propulsion equipment.

## **§ 29a**

### **Maximum Sulphur Content in Marine Fuels**

- (1) When at berth, seagoing ships shall not use any marine fuel with a sulphur content exceeding 0.1% by mass, for the generation of electricity.
- (2) In case a fuel change-over operation is necessary, this operation shall be completed latest two hours after berthing of the ship. The time of change-over shall be recorded on board the ship.
- (3) If the required fuel is not on board, appropriate fuel shall be taken over by the ship immediately after berthing. The arrival of the ship shall be so planned and coordinated to ensure the immediate supply of the fuel.
- (4) Ships staying at a berth for less than two hours are exempted from above provisions.
- (5) The Port Authority is entitled to control onboard the ship the documents and the fuel delivery notes. Upon request of the Port Authority the ship's crew shall hand over a sample of the fuel actually used at berth."

## **§ 29**

### **Ship repair and maintenance works**

Ship repair and maintenance works that reduce the manoeuvrability of ship or render the ship unable to manoeuvre are to be carried out only with Port Authority permission.

## **§ 30**

### **Conduct at ice risk**

Ships that might be damaged at ice risk shall keep their berths free of ice.

## **Section 3**

### **Miscellaneous regulations**

## **§ 31**

### **General notification requirements, removal of obstacles**

- (1) The following incidents shall be immediately notified to Port Authority:
  1. outbreak of fire;
  2. accidents on ships and within cargo handling area on quay;
  3. damages to ships or port installations;
  4. ships that are sinking or likely to sink or that went aground;
  5. ships losing cargo, fuel, lubricants or other objects;
  6. restriction or lack of manoeuvrability of ship;
  7. ships intended for laying up;
  8. any pollution of port area;
  9. other circumstances actually endangering or susceptible of creating a danger for persons or objects.
- (2) In case of ships or objects drifting within port area or having sunk and therefore hampering the safety and efficiency of navigation, the responsible person and any person getting knowledge of such incident shall immediately alert all ships and inform Port Authority without delay. The responsible person shall immediately arrange for the removal of the obstacle at his own expense.

## **§ 32**

### **Extraordinary use of water areas**

- (1) Extraordinary use of public water areas is only permitted with Port Authority approval.
- (2) Extraordinary use is in particular:

1. diving operations;
2. construction of fixed and floating installations;
3. dredging, river engineering works or installation of river engineering work sites;
4. events;
5. movements of recreational crafts for training and examination purposes;
6. launching of ships;
7. starting and landing of hydroplanes.

### **§ 33**

#### **Harbour crafts**

- (1) Harbour crafts require a Port Authority licence.
- (2) Responsible for the correct operation and equipment of harbour crafts are next to shipmaster also owner or time charterer.

### **§ 34**

#### **Pursuance of fishery**

- (1) Pursuance of fishery within port area, except for non-public water areas, requires a permit issued by Port Authority. The permit must be carried and submitted to Port Authority inspectors or Bremen police for verification upon request.
- (2) A fishing permit issued by Port Authority is not required for the following parts of port area:  
  
Osterdeich, Tiefer, Schlachte (embankment only), berths located "Am Deich", at Weserbahnhof, Vegesack / Fähr-Lobbendorf
- (3) The provisions of the Bremen Fishery Act remain unaffected.

### **§ 35**

#### **Prohibitions**

- (1) The following actions are prohibited within port area:
  1. pollution of port area;
  2. damage or pollution of fixed or floating installations or ships by draining of water or by operation of ships toilets;
  3. excessive smoke generation through funnels and exhaust outlets;
  4. unauthorized deposit of any kind of objects;

5. letting-off of pyrotechnic articles of any kind;
  6. unauthorized use and removal of publicly displayed life-saving appliances;
  7. unauthorized release of ships moorings;
  8. unauthorized trespassing upon ships;
  9. disturbance of cargo handling;
  10. unauthorized presence within working radius of cargo handling equipment;
  11. unauthorized trespassing upon quays, piers, sheds, halls, warehouses, enclosed or open storage areas, ramps, railway tracks, lighthouses, locks, floating installations and port stairs;
  12. unauthorized presence beyond public roads, climbing on or over walls and fences, and removal of fences in part or in total;
  13. swimming, wind surfing and water skiing;
  14. unauthorized diving;
  15. unauthorized walking on frozen water areas.
- (2) Children under 14 years of age are not permitted to enter port area unless accompanied by adult persons.

## **Section 4**

### **Safety**

#### **Subsection 1**

#### **General provisions**

#### **§ 36**

#### **Crossing and use of railway tracks, parking of road vehicles**

- (1) Persons allowed to use road vehicles on railway tracks shall immediately give way as soon as railway cars are approaching or moved in their vicinity or when required to do so by railway staff or port personnel.
- (2) Road vehicles may be parked on railway tracks for the purpose of loading and unloading. They must be constantly guarded and kept ready to move at any time.
- (3) Road vehicles shall not be parked within clear breadth of railway tracks.

#### **§ 37**

#### **Smoking, use of fire and open light**

- (1) Any person smoking or using fire or open light is obliged to observe due diligence to ensure that danger of fire is averted.

- (2) Smoking and, unless permitted by § 38, use of fire and open light are prohibited:
1. in cargo handling areas, in open storage areas, in sheds and warehouses (outside their offices, toilets/restrooms and living quarters);
  2. in cargo holds, ballast tanks and bunker tanks of ships and within a range of 30 metres from deck cargo and open hatches;
  3. on tankers and other ships carrying dangerous goods outside closed accommodation quarters;
  4. on deck of ships taking liquid fuel and lubricating material;
  5. within a range of 30 metres of ships mentioned under subparagraph (3) and (4).
- (3) Ships carrying or handling dangerous goods must display, at their place(s) of access, a warning sign with the wording

“RAUCHEN VERBOTEN  
SMOKING PROHIBITED”.

The warning sign must be conspicuous, of adequate size and illuminated in the dark.

### **§ 38**

#### **Hot works**

- (1) When carrying out hot works the provisions of chapter 2.26 of the German “Berufsgenossenschaftliche Regelungen für Sicherheit und Gesundheit bei der Arbeit – Betreiben von Arbeitsmitteln (BGR 500) shall be complied with.
- (2) When carrying out hot works in areas stipulated in § 37 (2) No. 1 and 5, the responsible person of the company shall determine in a written permit all additional safety provision applicable for the individual works and ensure their compliance. A copy of the permit shall be submitted to Port Authority. A specimen of the permit is shown in annex 7.
- (3) Additional safety provisions are:
1. Cover combustible material and articles which cannot be removed,
  2. Seal penetrations to adjacent areas,
  3. Remove packages with dangerous goods,
  4. Remove explosive atmosphere from pipes and receptacles,
  5. Provide suitable fire extinguishing equipment in appropriate quantity,
  6. Supervise area by a fire guard,
  7. Control area repeatedly after completion of works.
- (4) Hot works on board ships outside working areas designated for such works are permitted only with Port Authority approval. This approval is issued after consultation with fire brigade and may grant exemptions from the prohibitions stipulated in § 37 (2) and (3). The holder of the approval is responsible for compliance with the conditions laid down therein.
- (5) For repairs and hot works on tankers, § 52 applies.



## **§ 39**

### **Fumigation of ships and cargo transport units, fumigated cargoes**

- (1) Fumigation of ships for the purpose of pest control (rats and other vermin) must be notified to Port Authority at least 24 hours in advance with full details of the procedure intended. Fumigation may take place only at especially designated berths.
- (2) A responsible and competent person in charge of the fumigation procedure must be nominated. The respective provisions of the German Hazardous Materials Ordinance must be complied with.
- (3) Fumigated spaces and areas shall be cordoned off by warning signs prior to commencement until completion of fumigation period. Completion of fumigation to be announced by the responsible and competent person in charge giving entrance clearance to fumigated spaces. Clearance must be notified to Port Authority.
- (4) Cargo transport units may be fumigated or ventilated after fumigation only within approved and fenced-off locations designated by Port Authority for that purpose in compliance with provisions of subparagraph (2).
- (5) When cargo is transported in fumigated cargo holds or fumigated cargo transport units, fumigation of holds or cargo transport units must be notified to Port Authority upon arrival at the latest stating name of fumigant and extent of fumigation. Cargo holds or cargo transport units may only be entered upon clearance by a responsible and competent person in charge. Clearance must be notified to Port Authority.
- (6) Fumigated cargo transport units may only be transported by seagoing ships and inland barges if the respective cargo holds are equipped with mechanical ventilation preventing the development of gas concentrations above maximum permissible work place concentration level. Suitable gas detection measurement equipment and instructions for their use as well as first-aid equipment must be available on board ships. Fumigated cargo transport units may only leave port area by road or rail upon verification by a responsible and competent person in charge that the hazards originating from fumigant no longer prevail.

### **Subsection 2**

#### **Solid bulk cargo**

## **§ 40**

### **Handling of solid bulk cargo**

- a) Handling of solid bulk cargoes from/to seagoing ships may only be carried out if all applicable safety regulations are complied with.
- b) Shipmaster and port cargo terminal shall exchange the necessary information stipulated in annex 10 in due time before arrival of the ship.
- c) Before commencement of operation, a ship-shore safety checklist as promulgated in annex 13 must be completed. Shipmaster and the responsible person of the terminal (terminal representative) must ensure that the procedures and working conditions agreed upon in the checklist are complied with.
- d) Shipmaster is responsible for the safe loading and unloading of ship. All details must be co-ordinated with terminal following an agreed loading or unloading plan according to

the specimen in annex 2 to the BLU Code. Shipmaster and terminal representative shall comply with all responsibilities stipulated in annex 11 prior to and during loading and unloading operations.

- e) In case of handling of solid bulk cargo with hazardous properties, the safety requirements stipulated in Annex 5 must be complied with.
- f) Upon completion of cargo handling the responsible persons of the ship and the terminal shall confirm in writing that the cargo handling was carried out in accordance with the agreed loading or unloading plan. The cargo terminal shall keep a record of this confirmation and a copy of the loading or unloading plan for one year and present it to Port Authority upon request.
- g) Shipmaster is entitled to suspend cargo operation when procedure referred to in subparagraph (4) is not complied with or when safety of ship is impaired by other reasons.
- h) Port Authority is entitled to suspend cargo operations when the safety of a ship is impaired.

#### **§ 40a**

##### **Safety provisions for ships carrying solid bulk cargo**

- (1) The ship intended to be loaded or unloaded shall comply with the criteria for the operational suitability of bulk carriers as promulgated in annex 12. Should the terminal representative realize that a ship does not meet the criteria, he shall immediately inform Port Authority.
- (2) On combination carriers (oil-bulk-ore ships), the gas-free status of cargo holds and adjacent tanks must be proved to Port Authority by a gas-free certificate or by other suitable documents prior to commencement of cargo operation

#### **§ 40b**

##### **Safety provisions for terminals handling solid bulk cargo**

- (1) The cargo terminal shall comply with the criteria for the suitability of terminals as promulgated in annex 12.
- (2) The operator of the terminal shall appoint one or more representatives.
- (3) The operators of terminals shall prepare information booklets containing the requirements of the terminal, the requirements of competent authorities and all information that is necessary for a safe cargo handling. These booklets shall be made available to the masters of bulk carriers calling the terminal.

**Subsection 3**  
**Dangerous goods**

**§ 41**

**Notification of dangerous goods**

- (1) Consignments of dangerous goods due to be brought into port area for the purpose of cargo handling or in transit must be notified electronically<sup>2</sup>, with all details according to subparagraph (2), to the respective port cargo handling facility via the Dangerous Goods Information System of the ports of Bremen. In particularly justified cases and notwithstanding subparagraph (6), 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. Notification shall be effected by shipmaster, owner, time charterer or representative for consignments delivered by ship or barge; notification shall be effected by the freight forwarder or authorized agent for consignments delivered by road or rail.
- (2) The notification shall contain following information:
  1. dangerous goods in packaged form
    - a) name of ship, for sea going ships in addition IMO number and call sign;
    - b) number, type and gross mass of packages, UN number, proper shipping name, hazard class and, if applicable, its subdivision, packaging group if applicable, and flashpoint if 60°C or less;
    - c) for goods with subsidiary risks, the kind of subsidiary risk;
    - d) for goods of class 1, in addition compatibility group and net explosive mass;
    - e) for goods of class 7, in addition the category, the transport index, the criticality safety index if applicable, the name of radio nuclide and the activity;
    - f) for consignments in containers, in addition the container identification number;
    - g) for dangerous goods onboard ships, the stowage position.
  2. liquid bulk cargo
    - a) name of ship, for sea going ships in addition IMO number and call sign;
    - b) mass of consignments,
    - c) name of substance(s),
    - d) hazard class and UN number if assigned,
    - e) pollution category assigned by MARPOL Annex II when applicable.
  3. dangerous goods in solid bulk
    - a) name of ship, for sea going ships in addition IMO number and call sign;
    - b) mass of consignments,
    - c) name of substance(s),
    - d) hazard class and UN number if assigned.

---

<sup>2</sup> The interface is provided by dbh Logistics IT AG

- (3) Notwithstanding the obligations of subparagraph (1), the owner, time charterer or representative of a sea going ship, entering or leaving a port of Bremen, shall notify electronically<sup>3</sup> to the German Central Reporting Point all details as required by number 2.1 and 2.2 of the "Ship Entering Requirements Ordinance (federal Official Journal I (2004) p. 300), including the estimated time of arrival or departure and indicating whether the cargo is for import, export or remaining on board.
- (4) Notwithstanding the obligations of subparagraph (1), the owner, time charterer or representative of an inland barge leaving a port of Bremen, shall notify electronically<sup>3</sup> to Port Authority the dangerous goods stowed on board, with all details according to subparagraph (2).
- (5) Notwithstanding the obligations of subparagraph (1), dangerous goods of 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 with all details according to subparagraph (2) to Port Authority 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.
- (6) The port cargo handling facility shall ensure that for all dangerous goods in packaged form stored within their premises the information according to subparagraph (2) number 1 a) to f) is contained in the Dangerous Goods Information System; the facility shall ensure that following information is added or updated as appropriate:
  1. after reception of a consignment, the storage location within the facility;
  2. after packing of conventional cargo into a container, the container number;
  3. after loading of the goods onto a ship or barge, the stowage position on board;
  4. after shore side delivery, the information that the consignment was delivered.
 All data of consignments loaded onto ships or barges or delivered to shore side shall be immediately deleted from the actual data display and transferred to the data archive.
- (7) Access to all actual and archive data shall be given to the Port Authority, the Fire Department in Bremen and Bremerhaven, the Police, the Port Health Authority, the river and harbour pilots, the Federal Waterway Administration, the Customs, the Central Command for Maritime Emergencies and the Port State Control Agency.

## § 42

### **Transit, handling and intermediate keeping of dangerous goods in packaged form**

- (1) Transit, handling and intermediate keeping of dangerous goods are permitted only in accordance with the quantity restrictions and safety requirements stipulated in Annex 4.
- (2) All packagings, road and railway vehicles, freight containers, portable tanks, unit loads, large packagings and barges of barge carriers containing dangerous goods to be brought into the area covered by these Port Bye-Laws must be marked, labelled and placarded in accordance with the requirements of the German Transport of Dangerous Goods by Sea Ordinance [*corresponds with IMDG-Code*]. For dangerous goods not destined for sea transport, the regulations applicable to the particular transport mode may be used. Marks, labels and placards must correspond to the respective contents. Those not applicable must be removed. Packagings, large packagings and portable tanks may be used only if they bear the respective approval markings. Containers are to comply with the International Convention of Safe Containers (CSC).

---

<sup>3</sup> The interface is provided by dbh Logistics IT AG

- (3) Port Authority may refuse acceptance of consignments of dangerous goods which do not comply with the applicable transport regulations or with the requirements of these Port Bye-Laws or which do not have correct transport documents available, or may prohibit onward transport or place consignment under safe-keeping until these deficiencies are remedied.
- (4) Intermediate keeping of dangerous goods is permitted only in designated storage facilities approved by Port Authority. The intermediate keeping of containers containing dangerous goods is permitted only in designated storage locations. Container doors and tank valves must be accessible at all times, and containers must not be overstowed. In particular cases, Port Authority may grant exemptions from these provisions and from the requirements laid down in Annex 4. The establishment or modification of dangerous goods storage facilities is permitted only with Port Authority approval. Safety distances and conditions determined by Port Authority after consultation with the fire brigade are to be complied with.
- (5) In case of emergency, the cargo handling facility shall hand over to fire brigade a print out of all actually stored consignments of dangerous goods.
- (6) Transit, handling and intermediate keeping of dangerous goods excluded from transport by the German Transport of Dangerous Goods by Sea Ordinance are prohibited. Excluded from this prohibition are dangerous goods remaining on board of a ship provided loading was effected in accordance with the applicable laws and regulations of the loading port.
- (7) Prior to commencement of cargo handling operation involving dangerous goods, the person responsible for such handling activities must ensure that all staff engaged in the handling of dangerous goods receive information about the presence of dangerous goods, hazards inherent in the goods and applicable safety precautions to be taken. This applies also to the handling of other cargoes when getting into contact with dangerous goods remaining on board in transit cannot be excluded. The responsible person must ensure that personnel will be provided with appropriate and suitable protective clothing and equipment and that these are properly used.
- (8) During handling and intermediate keeping of dangerous goods, all necessary precautions must be taken to prevent damages to, pilferage of, or unauthorized persons taking actual possession of the goods.
- (9) When dangerous goods are loaded into containers, road vehicles, railway waggons or stowed inside these units, the stowage and segregation requirements of the respective traffic mode are applicable; this applies to unit loads accordingly.

### **§ 43**

#### **Notification of and information about incidents involving dangerous goods, emergency response**

- (1) Notwithstanding the immediate emergency response action to be taken, every incident involving dangerous goods, established damages to packages and also actual or threatened release of dangerous goods from packages, road and rail vehicles, freight containers or portable tanks the condition of which does not permit to determine the extent of an external damage, and, in addition, the establishment of an extraordinary and critical working condition must be reported immediately to fire brigade and Port Authority. Furthermore, any loss of dangerous goods must be reported immediately to Port Authority and to Bremen police.

- (2) Consignments of damaged or improper packages must be examined by a sworn surveyor upon request by Port Authority with regard to further transportability. If necessary, such consignments must be transported to a special area. All expenses for examination and transport to be borne by party having control over consignment (i.e. owner, shipping line, freight forwarder, consignor or consignee, as applicable).
- (3) The master of a seagoing ship carrying packaged dangerous goods must keep a manifest or a special list stipulating all dangerous goods on board and their location in accordance with IMDG Code requirements. List or manifest may be substituted by a detailed stowage plan identifying the location of the dangerous goods. A copy of these documents must be kept in the dedicated, marked, water-tight fire control plan enclosure required by Chapter II-2, regulation 20.2. of the International Convention for the Safety of Life at Sea (SOLAS).
- (4) The master of an inland barge carrying packaged dangerous goods must carry, and keep in wheelhouse, a special list of all dangerous goods and of their location on board together with the relevant emergency response instructions as required by the German Transport of Dangerous Goods by Inland Barge Ordinance.
- (5) In case of an incident, all documents required in (3) or (4) must be handed over to fire brigade. A responsible person of the ship's command must be available on board to inform fire brigade about the ship's fire-fighting measures, installations and equipment, and about the actual status of the dangerous goods on board.
- (6) Upon request by Port Authority, owner, operator, charterer or their representative must immediately submit all information about dangerous goods on board.

#### **§ 44**

##### **Responsibilities relating to entry, transit, handling and intermediate keeping of dangerous goods**

1. A person in his capacity as shipmaster, owner, time charterer or representative
  - a) who brings dangerous goods into port area, whether for import, export or in transit, is responsible for the submission of a timely and correct notification in accordance with § 41 (1) to (5);
  - b) who brings dangerous goods into port area, whether for import or in transit, is responsible for compliance with quantity restrictions and safety requirements contained in Annex 4 in accordance with § 42 (1);
  - c) who brings dangerous goods into port area, whether for import or in transit, is responsible for compliance with the prohibition stipulated in § 42 (6);
  - d) who becomes aware of an incident stipulated in § 43 (1), is responsible for immediately reporting such incident to the authorities stipulated in that paragraph;
  - e) who transports dangerous goods, is responsible for carrying and keeping the required documentation and for taking the appropriate measures in case of an incident in accordance with § 43 (2), (3), (4) and (5).
2. A person in his capacity as owner, time charterer or representative who transports dangerous goods is responsible for the submission of information according to § 43 (6).
3. A person in his capacity as freight forwarder or otherwise authorized agent

- a) who brings dangerous goods into, or arranges their for transit through, port area, is responsible for submission of a timely and correct notification in accordance with § 41 (1), (2) and (5);
  - b) who delivers dangerous goods, is responsible for compliance with quantity restrictions and safety requirements contained in Annex 4 in accordance with § 42 (1);
  - c) who brings dangerous goods into the area covered by this regulation, is responsible for compliance with the requirements stipulated in § 42 (2)
  - d) who becomes aware of an incident stipulated in § 43 (1), is responsible for immediately reporting such incident to the authorities stipulated in that paragraph.
4. A person in his capacity as owner or user of a port cargo handling facility
- a) who handles or stores dangerous goods, is responsible for submission of information required by § 41 (6);
  - b) who keeps dangerous goods intermediately, is responsible for compliance with the provisions for the use of designated areas stipulated in § 42 (4);
  - c) who keeps dangerous goods intermediately, is responsible for compliance with quantity restrictions and safety requirements of Annex 4 in accordance with § 42 (1);
  - d) who receives or keeps dangerous goods intermediately, is responsible for compliance with requirements referred to in § 42 (2);
  - e) who keeps dangerous goods intermediately, is responsible for the availability of information in accordance with § 42 (5);
  - f) who handles dangerous goods or keeps them intermediately, is responsible for compliance with the prohibition stipulated in § 42 (6);
  - g) who employs personnel for cargo handling operations where getting into contact with dangerous goods cannot be excluded, is responsible for the provision of appropriate information and for compliance with regulations relating to the provision of protective clothing and equipment in accordance with § 42 (7);
  - h) who handles dangerous goods or keeps them intermediately, is responsible for taking the required measures in accordance with § 42 (8);
  - i) who becomes aware of an incident stipulated in § 43 (1), is responsible for immediately reporting such incident to the authorities stipulated in that paragraph.

#### **Subsection 4**

#### **Tankers**

#### **§ 45**

#### **Notification of tanker cargo**

- (1) Unpackaged flammable liquids, liquefied gases, liquid chemicals or pumpable liquids hazardous to the aquatic environment carried in bulk on board of tankers must be notified to Port Authority simultaneously with ship's notification as referred to in § 6. Notification must contain all details as required in § 41 (2) (2).
- (2) Subparagraph (1) applies accordingly also to empty tankers when they are not gas-free. In this case, details of previous cargo must be notified.
- (3) Empty tankers with inerted cargo tanks must be notified stating in addition that they are inerted.

- (4) Next to shipmaster, owner, time charterer or representative are also responsible for the notification.

## **§ 46**

### **Tanker berths**

- (1) Notwithstanding § 53, laden tankers and empty tankers being neither gas-free nor inerted are permitted to moor, load and unload only in especially designated locations. Port Authority may grant exemptions upon request.
- (2) Designated tanker berths may be used by ships other than tankers with Port Authority approval only.
- (3) A minimum distance of 30 metres is to be kept from all tankers berthed in locations stipulated in annex 6 and designated for the handling of flammable liquids with a flashpoint of less than 55°C. This distance may be undercut by other ships only when the following safety conditions are complied with:
1. Combustion engines operating on liquid fuel with flashpoints of up to 55°C or on liquefied gas or whose external parts are heated up to an extent that they may cause combustion, are not permitted.
  2. All electric equipment must be in accordance with the latest technical state of the art. Where flammable gases or vapours might be present, equipment must be explosion-proof.
  3. Funnels and exhaust openings must be constructed so as to prevent the emission of sparks.
- (4) § 49 notwithstanding, only liquid bulk cargo and liquefied gases are permitted to be handled at tanker berths.

## **§ 47**

### **Access to tankers**

Access to tankers loaded with flammable liquids, liquefied gases or liquid chemicals or which are neither gas-free nor inerted after discharge of such cargoes, is, next to the ship's crew, restricted to the following persons:

1. relatives of crew members,
2. persons required to be on board for operational purposes,
3. personnel in discharge of official duty.

Relatives of crew members may only remain in cargo handling area for a short period of time if unavoidable.

## **§ 48**

### **Safety provisions for tankers**

- (1) On board of tankers and in the course of handling of unpackaged flammable liquids, liquefied gases, liquid chemicals and other pumpable substances that are aquatic pollutants or otherwise environmentally hazardous, the safety requirements stipulated in Annex 5 must be complied with.



- (2) Ship-to-ship transfer of unpackaged flammable liquids with flashpoints of 60°C or less is only permitted with prior specific Port Authority approval.

#### **§ 49**

##### **Supplementary cargo on tankers**

- (1) Tankers are not permitted to carry dangerous goods in packaged form except ship stores unless otherwise permitted by ship's certificate of fitness for the carriage of dangerous goods.
- (2) When supplying ship stores, tankers approved as harbour crafts may transport propane gas in approved gas receptacles to, and take back empty propane gas receptacles from, ships with Port Authority permission.

#### **§ 50**

##### **Tank cleaning and degassing**

- (1) Cleaning and degassing of cargo tanks is permitted only with Port Authority approval at designated locations.
- (2) Whenever a gas-free certificate is required, the tanker must be examined by a duly appointed sworn surveyor.
- (3) A gas-free certificate has a validity of 24 hours. With the approval of Port Authority, a shorter or longer period of validity may be agreed.

#### **§ 51**

##### **Inerting of tankers**

- (1) In order to prevent danger of ignition or explosion, cargo tanks of tankers may be inerted instead of being cleaned and made gas-free.
- (2) In inert condition, the content of oxygen in the cargo tank may not exceed 5 volume per cent at all-time positive pressure.
- (3) Whenever an inert condition certificate is required, tanker must be examined by a duly appointed sworn surveyor.
- (4) An inert condition certificate has a validity of 24 hours. With the approval of Port Authority, a shorter or longer period of validity may be agreed.

#### **§ 52**

##### **Repair works on tankers**

- (1) Repair works in the meaning of this regulation are all kinds of hot works on the entire tanker and, furthermore, all kinds of works carried out in cargo tanks, slop tanks, cofferdams, empty spaces adjacent to cargo tanks, cargo pump rooms and compressor rooms as well as all kinds of works carried out in a spherical range of 3 metres around openings of cargo tanks that might emit flammable gases.

- (2) Repair works may be carried out on tankers only with Port Authority approval. The approval is issued after consultation with port authority and shall be handed over to the shipmaster and the responsible person of the cargo terminal. The holder of the approval is responsible for compliance with the conditions laid down therein.
- (3) The area where repair works are carried out must be free of noxious or flammable gases or vapours. Port Authority is empowered to require that gas-free condition must be verified in the form of a gas-free certificate.

### **§ 53**

#### **Bunkering of fuels and lubricants**

- (1) Flammable liquids having a flashpoint of up to 55°C may be supplied only at approved fixed shore bunker installations.
- (2) Flammable liquids having a flashpoint above 55°C may be supplied also by tankers.
- (3) Lubrication oils having a flashpoint above 100°C may be supplied also by road tank vehicles provided the following conditions are complied with:
  1. a quick-release coupling is used that automatically closes the hose off at both sides so as to interrupt liquid flow; and
  2. a wireless or cable-operated remote control of the road tank vehicle cargo pump is put on board which allows the road vehicle pump to be cut off from ship.The supplier of lubrication oil must notify time and location of supply to Port Authority.
- (4) Tankers loaded with flammable liquids having a flashpoint of up to 55°C or empty tankers which are neither gas-free nor inerted after carriage of such cargo, are permitted to take bunkers only through a fixed connection of pipes or hoses. Bunkering of these tankers is prohibited during loading, unloading, degassing, and inerting.
- (5) Ships other than tankers mentioned under (4) may, in the absence of manifolds or couplings at bunker tank for a fixed connection of pipes or hoses, take bunkers by using a type-approved hose nozzle provided that bunker operation is carried out at a fixed shore bunker installation. The hose must be supported, and the operation continuously supervised.
- (6) When bunker is supplied by tanker or by road tank vehicle, the following precautions are to be complied with:
  1. quantity, pump rate and maximum pressure shall be coordinated;
  2. means of communication and emergency stop procedure must be conformed;
  3. ships must be safely moored, hoses to be supported;
  4. only tested hoses must be used;
  5. drip trays to be positioned and scuppers to be closed;
  6. ship and vehicle to be connected by a grounding connection; and
  7. hose connections shall be supervised at all times.
- (7) Prior to commencement of bunker operations from tankers or road tank vehicle, the checklist contained in Annex 8 must be completed by the persons responsible. These responsible persons must ensure that working conditions and procedures established in and agreed to by checklist are complied with.

**Section 5**  
**Waste disposal**

**§ 54**

**Disposal of solid wastes**

- (1) All solid domestic (household-type) waste generated on board of seagoing ships prior to arrival and during lay-time in port must be handed over to Bremen Port Authority for disposal. Disposal is to be effected by a waste disposal company (contractor) commissioned by Port Authority. Time, type and quantity of waste disposal to be agreed with Port Authority.
- (2) Contractor provides ship with receptacles in which to collect solid domestic waste. The receptacles must be positioned for pick-up at the latest prior to departure. The ship's crew is to assist in the pick-up operation. The contractor certifies collection by issue of a receipt.
- (3) All solid domestic waste generated on board of inland barges prior to arrival and during lay-time in port must be handed over to Bremen Port Authority for disposal. Disposal to be requested through Port Authority.
- (4) At berths located at "Tiefer", "Osterdeich", "Am Deich" and "Kohlehafen", barges may position domestic garbage collected in properly closed bags at designated locations.
- (5) In derogation of the above regulations, all solid wastes generated by passenger ships must be disposed of in accordance with the provisions of subparagraph (6).
- (6) All solid wastes generated on board of seagoing ships and inland barges prior to arrival and during lay-time in port which are excluded from mandatory municipal waste disposal legislation, wastes requiring monitoring or special monitoring such as cargo residues, cargo-associated waste, in particular used dunnage, cargo separation and securing material, oily workshop wastes such as oily rags, and paint residues, must be disposed of at ship's expense before sailing. Shipmaster is responsible for disposal. Correct disposal must be proved to Port Authority upon request. The provisions of the Waste Control Ordinance remain unaffected.
- (7) Exempted from the regulations of (1) are ships of public authorities, except ships of the Armed Forces, provided that their allocated berths are connected to the mandatory municipal waste collection system beyond the jurisdiction of Bremen Port Authority. The same applies to tugboats, harbour crafts and other ships moored at company-owned facilities, at shipyards, at lower Schlachte or facilities in fishing port provided that these installations and properties are connected to the mandatory municipal waste collection system and that the respective ship-generated wastes are collected through these facilities. Correct disposal must be proved to Port Authority upon request. The provisions of the Waste Control Ordinance remain unaffected.
- (8) Wastes may not be stored on deck near bulwark openings or open railings. Wastes kept on narrow deck areas that create an accident hazard must be taken off the ship immediately. It is prohibited to hang cargo nets or other receptacles containing wastes over the side.
- (9) The operation of ship-borne waste incinerators is prohibited.
- (10) Port Authority is entitled to carry out inspections on board in order to ensure correct waste disposal. Waste record books must be submitted to Port Authority upon request.

## **§ 55**

### **Disposal of waste oils, oil derivatives, oily mixtures, and liquid chemical wastes**

- (1) (cancelled)
- (2) The collection of waste oils, oil derivatives, oily mixtures and liquid chemical wastes generated on board of seagoing ships must be notified to Port Authority at the latest 6 hours prior to commencement of disposal by the respective contractor with full details of ship, quantity of waste, waste collector, and intended mode of transfer (shoreside or waterside collection).
- (3) Port Authority may prescribe mode of transfer if deemed necessary in the interest of safety.
- (4) Commencement and termination of waste transfer and the quantity actually collected must be immediately reported to Port Authority. Port Authority is entitled to check the quantity collected.
- (5) During transfer operations, the following safety precautions are to be complied with:
  1. quantity, pump rate and maximum pressure must be coordinated;
  2. means of communication and emergency stop procedure must be conformed;
  3. ships to be safely moored and hoses to be supported;
  4. only tested hoses must be used;
  5. drip trays to be positioned and scuppers to be closed;
  6. ships to be connected by a grounding connection; and
  7. hose connections to be supervised at all times.
- (6) The checklist contained in Annex 8 must be completed. The responsible persons must ensure that working conditions and procedures established in and agreed to by checklist are complied with.
- (7) Upon discharge of liquid chemicals from seagoing ships regulated in accordance with Annex II of the International Convention for the Prevention of Pollution from Ships 1973 and the Protocol of 1978 related thereto (MARPOL 73/78), as amended, the handling facility must ensure that all cargo residues and, if applicable, all tank-cleaning residues are received ashore and are processed or disposed of in accordance with applicable regulations. Port Authority is entitled to check compliance with the provisions of the convention related to cargo residues remaining on board and pre-washing operations.
- (8) To ensure correct waste disposal, Port Authority is entitled to carry out inspections on board. Oil record books or cargo record books must be submitted to Port Authority upon request.

## **Section 6**

### **Business statistics, electronic data processing, data protection**

#### **§ 55 a**

- (1) Port Authority may collect statistical data with regard to maritime and inland waterway navigation cargo handling in accordance with § 9 (3) of Bremen Port Operation Act. These data represent the basis of business statistics established

by Senator of Economy and Ports and are indispensable to port development, port administration and safety.

- (2) These data shall be submitted to Port Authority together with the notification stipulated in § 6.
- (3) Responsible for submission of data is the shipmaster, owner, time charterer or representative as well as the operator of a cargo handling facility.
- (4) The operator of a cargo handling facility shall submit in addition the data stipulated in § 5 of the port tariff.

## **§ 56**

### **Data collection**

In compliance with the assignments stipulated in § 9 of Bremen Port Operation Act, in particular the following data will be processed in accordance with applicable data protection requirements:

1. personal data of shipmasters, owners, time charterers, representatives, persons responsible for registration and notification, responsible persons of freight forwarders, cargo terminals and stevedores, in particular pre-name, name, address and means of contact;
2. ship-related data, in particular ship's name, previous name, call sign, IMO number, type, nationality, port of registry, tonnage, deadweight and other specifications usually contained in ship's documents;
3. with the consent of the persons concerned, data related to pilotage associations, in particular forename, name, address, means of contact and the specifications usually contained in the service order;
4. with the consent of the persons concerned, data related to personnel of mooring enterprises, tugboat owners, shipping agents, freight forwarders, cargo terminals, stevedores and tally enterprises, in particular forename, name, address and means of contact.

## **§ 57**

### **Intended purpose**

Data collected and stored to the necessary extent in accordance with § 56 will be needed in particular in order to execute the following assignments stipulated in this Ordinance:

1. Data according to § 56 (1) and (2) with regard to processing of applications for the granting of permissions, approvals and other competences according to §§ 6 to 14, 20 to 25, 27 to 29, 32 to 34, 38 to 46, 50 to 55a, and 60.
2. Data according to § 56 (3) and (4) may be processed for the purpose stated in the consent.

## **§ 58**

### **Data transfer**

- (1) Collected and stored personal data are transferred to authorities and public agencies involved in port operation and in navigation. Transfer is permitted to an extent indispensable to the assignments in accordance with Bremen Port Operation Act and according to the Ordinances based upon this Act or in cases when decisions require involvement of Port Authority; transfer is permitted also to the extent stipulated in other applicable regulations. Data may be transferred automatically if justified by type and quantity of data and by frequency of necessary transmissions in view of the right of informational self-determination of the persons concerned and of the tasks of the authorities and public agencies involved. Receiver is to process data only for the purpose for which they have been transmitted. §12 of Bremen Data Protection Act remains unaffected.
- (2) Within the scope of § 17 of Bremen Data Protection Act, collected and stored personal data may be transmitted to private enterprises involved in port operation and navigation.
- (3) The transmission to private enterprises involved in port operation and navigation such as tugboat owners, mooring enterprises, cargo terminals, shipping agents, stevedores, seamen's mission, German Sea Rescue Agency and other service enterprises is permitted with the consent of the persons concerned. Receiver is to process data only for the purpose for which they have been transmitted.
- (4) The authorized receiver of data may obtain the data in non-automated format if appropriate.
- (5) By organisational and technical measures according to § 7 of Bremen Data Protection Act it is assured that access to collected and stored data is only granted to authorized users. The Port Authority supervises the procedures of access and determines the protective measures. The access profile of each user shall only contain information necessary for the individual tasks of the user. The managing body of the respective authority, agency or enterprise shall nominate the group of persons authorized to have access to protected data.

## **Section 7**

### **Administrative offences, concluding and transitional provisions**

## **§ 59**

### **Exemptions, supplementary provisions**

- (1) Upon request, Port Authority may, in single cases, grant written exemptions from the provisions of these Bye-Laws on condition that port area safety will not be compromised. The applicant has to prove that safety will be ensured.
- (2) Port Authority may add supplementary provisions to permits and instructions issued under these Bye-Laws and to exemptions from this Ordinance.

## § 60

### Administrative offences

- (1) An administrative offence is committed by any person who wilfully or negligently:
1. contrary to § 6 (1), (2) and (4) does not, or not in due time, or not completely notify a ship;
  2. contrary to § 7 (1) takes berth without permission or takes another than the allocated berth;
  3. contrary to § 9 (1) navigates within port area without Port Authority permission;
  4. contrary to § 10 (1) does not submit the ship movement report or contrary to § 10 (3) does not monitor the respective VHF channel and does not submit required information;
  5. contrary to § 11 (1) does not use harbour pilot assistance although obliged to do so;
  6. contrary to § 12 (2), (3) and (4) navigates in ports or on river Geeste without the required certificates;
  7. violates navigational regulations of § 13;
  8. violates a regulation of § 14 when navigating in a lock or passing through bridges or high water defence barrages;
  9. contrary to § 15 (1) and (2) navigates on river Geeste beyond the permitted periods or fails to give way to another ship;
  10. contrary to § 16 fails to give way to another ship when navigating inside Industriehafen;
  11. violates a regulation of § 17 for push and towage units;
  12. contrary to § 18 (1) does not sound the attention signal;
  13. contrary to § 18 (3) sounds other than the permitted signals;
  14. contrary to regulations of § 19 (1) and (2) uses anchors for manoeuvring, does not heave up anchors after use or does not secure them after berthing;
  15. contrary to § 20 (1) navigates in port area with a recreational craft;
  16. contrary to § 20 (3) when navigating a recreational craft or a towage unit of recreational crafts fails to give way to another ship or hampers her safe passage or manoeuvring;
  17. contrary to § 21 (1) uses floating installations without Port Authority permission;
  18. contrary to § 21 (2) berths alongside port stairs;
  19. violates a regulation of § 22 on mooring;

- 20. contrary to § 23 anchors in a port without Port Authority permission or does not heave up anchor after use or does not secure it after berthing;
- 21. violates a regulation of § 24 (1) to (3) and (5) to (8) on access to ships;
- 22. contrary to § 25 (1) to (3) does not sufficiently man, guard or supervise a ship;
- 23. contrary to § 26 does not show the required lights;
- 24. contrary to § 27 (1) keeps objects protruding outboard ships without Port Authority permission or does not illuminate such objects;
- 25. violates a regulation of § 28 on use of ship propulsion equipment;
- 25a. contrary to § 28a (1) to (3) uses fuel with more than 0.1% sulphur;
- 25b. contrary to § 28a (5) does not hand over the requested fuel sample;
- 26. contrary to § 29 carries out works stipulated in this paragraph without permission;
- 27. contrary to § 33 (1) operates a harbour craft without approval;
- 28. contrary to § 37 (3) does not show the warning signs;
- 29. contrary to § 39 (5) does not notify fumigated cargo holds or fumigated cargo transport units to Port Authority;
- 30. when handling solid bulk cargo
  - a) contrary to § 40 (2) does not provide an information;
  - b) contrary to § 40 (3) does not complete the checklist or does not comply with agreed procedures and working conditions;
  - c) contrary to § 40 (4) does not observe responsibilities according to annex 11;
  - d) contrary to § 40 (5) does not observe safety regulations according to annex 5;
- 31. does not comply with responsibilities stipulated in § 44 (1);
- 32. contrary to § 45 (1) to (3) does not notify tanker cargo;
- 33. contrary to § 46 (3) does not observe the minimum distance to tanker berths;
- 34. contrary to § 48 (1) does not observe safety regulations;
- 35. contrary to § 48 (2) carries out ship-to-ship cargo transfer without approval;
- 36. contrary to § 50 (1) cleans or ventilates a tanker;
- 37. contrary to § 50 (2) and (3) carries out, or gives order to carry out, repair works on a tanker;
- 38. contrary to § 53 (6) or § 55 (5) does not observe safety regulations;
- 39. contrary to § 53 (7) or 55 (6) does not complete safety checklist;
- 40. contrary to § 54 (9) operates a waste incineration unit.

(2) as owner, time charterer or representative wilfully or negligently:



1. contrary to § 6 (1), (2) and (4) does not, or not in due time, or not completely notify a ship;
  2. contrary to § 6 (3) does not, or not in due time, notify schedules or modifications to schedules;
  3. contrary to § 9 (1) does not apply for the necessary approval;
  4. gives order or tolerates that, contrary to § 12 (6), a shipmaster not holding a required certificate navigates a ship;
  5. contrary to § 17 (2) does not man a towage unit with sufficient personnel;
  6. gives order or tolerates that, contrary to § 25 (1) to (3), a ship is not sufficiently manned, guarded or supervised;
  7. contrary to § 33 gives order or tolerates that, contrary to § 33 (1), a harbour craft is operated without approval;
  8. contrary to § 39 (5) does not notify fumigated cargo holds or fumigated cargo transport units to Port Authority;
  9. does not comply with his responsibilities stipulated in § 44 (2);
  10. contrary to § 45 (1) to (3) does not notify tanker cargo.
- (3) as freight forwarder, otherwise authorized agent, or his representative wilfully or negligently does not comply with his responsibilities stipulated in § 44 (3);
- (4) as owner or operator of a port cargo handling facility wilfully or negligently
1. contrary to § 7 (2) does not report the intended berth prior to arrival of ship;
  2. contrary to § 24 (4) does not arrange for safe access to ship during her total lay-time;
  3. contrary to § 27 (2) does not heave up or turn in container bridges, crane jibs or elevators and lets protrude these installations outside quay without permission;
  4. when handling solid bulk cargo
    - a) contrary to § 40 (2) does not provide an information;
    - b) contrary to § 40 (3) does not complete the checklist or does not comply with agreed procedures and working conditions;
    - c) contrary to § 40 (4) does not observe responsibilities according to annex 11;
    - d) contrary to § 40 (5) does not observe safety regulations according to annex 5;
    - e) contrary to § 40 (6) does not record the confirmation and the copy of loading or unloading plan;
  5. does not comply with his responsibilities stipulated in § 44 (4);
  6. contrary to § 48 (1) does not observe safety regulations.
- (5) wilfully or negligently
1. violates a regulation of § 4 (1) on general conduct in ports;

2. as harbour pilot, contrary to § 5 (2) does not duly assist shipmaster;
3. contrary to § 5 (5) does not report occupational accidents to Port Authority;
4. contrary to § 21 (3) obstructs access ways with mooring lines or objects;
5. contrary to § 21 (4) trespasses on landing-places or does not observe orders of ship's personnel;
6. does not report an incident stipulated in § 31 (1);
7. violates the regulations of § 31 (2);
8. contrary to § 32 makes extraordinary use of port water area without permit;
9. contrary to § 34 (1) pursues fishery without permit, does not carry permit or does not submit permit to police for verification;
10. does not observe one of the prohibitions stipulated in § 35;
11. contrary to § 37 ( 1) and (2) smokes or uses fire or open light;
12. contrary to § 38 (1), (2) (4) and (5) carries out, or gives order to carry out, hot works;
13. contrary to § 39 (1) to (4) carries out fumigation;
14. as supplier of lubrication oil, contrary to § 55 (3) does not inform Port Authority;
15. as driver of a road tank vehicle, contrary to § 53 (6) and § 55 (5) does not observe safety regulations;
16. as driver of a road tank vehicle, contrary to § 53 (7) and § 55 (6) does not complete safety checklist;
17. (cancelled)
18. does not comply with an supplementary provision according to § 59.

#### **§ 60a**

##### **Transitional provisions**

(Not applicable any more)

#### **§ 61**

##### **Entry into force**

- (1) These Bye-Laws enter into force on the day of their promulgation.
- (2) The same day the following regulations are suspended:
  1. Bremen Port Bye-laws dated 18 November 1966 (Brem. GBl. p.177), as last amended by Ordinance of 17 April 2000 (Brem. GBl. p. 103) and

2. Announcements of lock signals and bridge signals in port districts of Bremerhaven and Bremen of 14 December 1966 and of 10 January 1967 (Brem. ABl. 1967 No.1), of 15 January 1971 (Brem. ABl. 1971 No.4), of 14 October 1981 (Brem. ABl. 1981 No. 74), and of 28 January 2000 (Brem. ABl. 2000 No.9).

The Senator  
for Economy and Ports

**Annex 1** relating to § 6 (1), (2) (4) and (6), § 10 (1) and (3)**1. Ship notification according to § 6 (1), (2), (4) and (6)**

| <b>Item</b>                                       | <b>Arrival</b> | <b>Shifting</b> | <b>Departure</b> |
|---|----------------|-----------------|------------------|
| Name of notifying person                          | X              | X               | X                |
| Receiver of port due invoice                      | X              |                 |                  |
| <i>Characteristics of ship</i>                    |                |                 |                  |
| Ship's name                                       | X              | X               | X                |
| IMO number (register number for barges)           | X              |                 |                  |
| Radio Call sign                                   | X              |                 |                  |
| Flag State/Nationality                            | X              |                 |                  |
| Port of register                                  | X              |                 |                  |
| Ship type   | X              |                 |                  |
| Length and beam over all                          | X              |                 |                  |
| Gross tonnage                                     | X              |                 |                  |
| Deadweight (inland barges only)                   | X              |                 |                  |
| Manoeuvring aids                                  | X              |                 |                  |
| <i>Voyage data</i>                                |                |                 |                  |
| ETA   | X              |                 |                  |
| Draft   | X              | X               | X                |
| Requested berth                                   | X              | X               |                  |
| Starboard/port alongside                          | X              | X               |                  |
| Last port of call                                 | X              |                 |                  |
| First port of actual voyage (sea ships only)      | X              |                 |                  |
| Particular details (such as protruding objects)   | X              | X               | X                |
| Intended / confirmed time of departure            |                | X               | X                |
| Next port of call                                 |                |                 | X                |
| Final port of actual voyage (sea ships only)      |                |                 | X                |
| <i>ISPS DATA</i>                                  |                |                 |                  |
| ISPS certificate yes/no                           | X              |                 |                  |
| Actual security level                             | X              | X               | X                |
| Reason for port call (cargo handling, repair etc) | X              | X               |                  |
| Number of crew                                    | X              |                 | X                |
| Number of passengers                              | X              |                 | X                |
| <i>Details of cargo</i>                           |                |                 |                  |
| Type of cargo handling                            | X              | X               | X                |
| Type of cargo                                     | X              | X               | X                |
| Quantity of packages                              | X              | X               | X                |
| Total mass  | X              | X               | X                |

**More details explaining required information is contained in the notification module of SIS system**

## **2. Ship movement report according to § 10 (1)**

- A.** Port district Bremen Stadt  
Coastal radio station "Bremen Port Radio" VHF channel 3
- B.** Port District Bremerhaven  
Coastal radio station "Bremerhaven Port Radio", VHF channel 12

| <b>Item</b>          | <b>Arrival</b> | <b>Shifting</b> | <b>Departure</b> |
|----------------------|----------------|-----------------|------------------|
| Ship's name          | X              | X               | X                |
| Intended berth       | X              | X               |                  |
| Previous berth       |                | X               | X                |
| Draft in fresh water | X              | X               | X                |

## **3. Radio monitoring and traffic information according to § 10 (3)**

- A.** Port District Bremen Stadt  
Hemelinger Häfen und Industriehafen: VHF Channel 10  
all other port basins: VHF Channel 6
- B.** Port District Bremerhaven  
Whole port area VHF Channel 12



## Annex 3 to § 14 (7)

### Signals of Locks and Bridges

#### Abbreviations:

| a) Light signals |                  | b) Sound signals |               |
|------------------|------------------|------------------|---------------|
| F.               | fixed light      | —                | 1 long sound  |
| LFl.             | long flash light | •                | 1 short sound |
| w.               | white            |                  |               |
| r.               | red              |                  |               |
| gn.              | green            |                  |               |
| ver.             | vertical         |                  |               |
| hor.             | horizontal       |                  |               |

### I. Bremerhaven Port District

#### A) Lock Signals

##### 1. "Nordschleuse" lock

###### a) Outer entrance (riverside)

###### Location of signals

signal mast at west side of entrance

| Day signal | Night signal  | Signification                                  |
|------------|---------------|--|
| 1 F. w.    | 2 F. gn. hor. | Entrance to outer harbour and lock open        |
| 1 LFl. w.  | 2 F. r. hor.  | Entrance to outer harbour and lock closed      |
|            | 1 F. r.       | Entrance closed, will soon be opened           |
| No signal  |               | Entrance to outer harbour open for small ships |

###### Sound signal of ships

— — • • • —

I intend to enter the lock

###### b) Inner entrance (dockside)

###### Location of signals

signal mast at east side of entrance

| Day signal | Night signal  | Signification                            |
|------------|---------------|--|
| 1 F. w.    | 2 F. gn. ver. | Entrance to lock open                    |
| 1 LFl. w.  | 2 F. r. ver.  | Entrance to lock closed                  |
|            | 1 F. r.       | Entrance closed, will soon be opened     |
| No signal  |               | Lock will be operated upon prior request |

## **2. "Kaiserschleuse" lock**

### **a) Outer entrance (riverside)**

#### **Location of signals**

on top of building at east side of entrance

#### **Day signal**

1 F. w.

1 LFl. w.

No signal

#### **Night signal**

2 F. gn. hor.

2 F. r. hor.

1 F. r.

#### **Signification**

Entrance to outer harbour and lock open

Entrance to outer harbour and lock closed

Entrance closed, will soon be opened

Entrance to outer harbour open for small ships

#### **Sound signal of ships**

— — • • —

I intend to enter the lock

### **b) Inner entrance (dockside)**

#### **Location of signals**

signal mast at east side of entrance

#### **Day signal**

1 F. w.

1 LFl. w.

No signal

#### **Night signal**

2 F. gn. ver.

2 F. r. ver.

1 F. r.

#### **Signification**

Entrance to lock open

Entrance to lock closed

Entrance closed, will soon be opened

Lock will be operated upon prior request

#### **Sound signal of ships**

— •

I intend to enter the lock

### **c) Signals for water level in outer harbour**

#### **Location of signals**

inside building at east side of entrance

River Weser water levels above chart zero are indicated in decimetres in white figures on black ground and displayed in the large windows of the building towards north and south.

A white light is shown above the windows at high water and below the windows at low water. Red figures on white ground indicate water levels below chart zero.



### **3. "Fischereihafen - Doppelschleuse" lock**

#### **I) Signals for outer harbour**

##### **Location of signals**

Signal mast on building at east side of large lock chamber

##### **Day and night signals**

##### **Signification**

1 F. w.

Entrance to outer harbour open

1 LFl. w.

Entrance to outer harbour closed

1 F. r. above 1 F. w.

Entrance open for commercial navigation  
Entrance closed for recreational crafts

1 F. r. above 2 F. w. ver.

Entrance open for recreational crafts  
Entrance closed for commercial navigation

#### **II) Signals for lock chambers**

##### **a) Outer entrances**

##### **Location of signals**

T-shaped signal mast at north side of middle quay with separate signals for both chambers

##### **Day and night signals**

##### **Signification**

2 F. gn. hor.

Entrance open for commercial navigation  
Entrance closed for recreational crafts

2 F. gn. hor.+1 F. w. above left F.

Entrance open

1 F. r.

Entrance closed, will soon be opened

2 F. r. hor.

Entrance closed

2 F. r. ver.

Lock is out of operation

##### **b) Inner entrance**

##### **Location of signals**

T-shaped signal mast at south side of middle quay with separate signals for both chambers

Signals as under II a)

Signification as under II a)

##### **c) Port canal**

##### **Location of signals**

T-shaped signal mast at north-west side of port canal with separate signals for both chambers

Signals as under II a)

Signification as under II a)

#### **Sound signal of ships**

— — • —  
1111111111  
— •

I intend to enter the "Fischereihafen" dock

I intend to leave the "Fischereihafen" dock

#### **III) Chamber signals**

##### **Location of signals**

At both ends of small lock chamber inside middle quay near gates

##### **Day and night signals**

##### **Signification**

1 F. r.

Exit not permitted

1 F. gn.

Exit permitted

**4. Geeste high water defence barrage**

Approx. 5 km upstream Geeste river mouth

**Day and night signal**

2 F. gn. hor.

2 F. r. hor.

1 F. r.

2 F. r. ver.

**Sound signal of ships**

—

**Location of signals**

At right side of passage

**Signification**

Entrance open

Entrance closed

Entrance closed, will soon be opened

Lock is out of operation

I intend to use the lock

## B) Bridge signals

### 1. Railway turn bridge near "Nordschleuse"

#### Day and night signals

2 F. gn. hor.

1 F. r.

2 F. r. hor.

#### Sound signal of ships

— —

#### Location of signals

Signal mast at right side of passage

#### Signification

Passage open

Passage closed, will soon be opened

Passage closed

Request for bridge passage

### 2. Connection bridges "Kaiserhafen" – "Neuer Hafen"

#### Day and night signals

2 F. gn. hor.

1 F. r.

2 F. r. hor.

#### Location of signals

Kaiserhafen – Neuer Hafen: signal mast at west side of passage

Neuer Hafen – Alter Hafen: signal mast at east side of passage

#### Signification

Passage open

Passage closed, will soon be opened

Passage closed

### 3. High water defence barrage with "Kennedy" bascule bridge

Approx. 700 m upstream Geeste river mouth

#### Day and night signals

2 F. gn. hor.

1 F. r.

2 F. r. hor.

3 F. r. hor.

2 F. r. hor. + 1 F. w. above left F. r.

2 F. r. ver.

#### Sound signal of ships

— —

#### Location of signals

At right side of passage

#### Signification

Passage open

Passage closed, will soon be opened

Passage closed

Passage temporarily not possible

Bridge cannot temporarily be opened  
No passage except for ships with sufficient air draft

Passage closed for navigation

Request for bridge passage

**4. "Geeste" turn bridge**

Approx. 1 km upstream Geeste river mouth

**Day and night signals**

2 F. gn. hor.

1 F. r.

2 F. r. hor. + 1 F. w. above left F. r.

**Sound signal of ships**

— —

**5. "Achgelis" bridge**

Approx. 3 km upstream Geeste river mouth

**Day and night signals**

1 F. gn.

1 F. r.

**6. "Grimsby" turn bridge**

Approx. 4 km upstream Geeste river mouth

**Day and night signals**

2 F. gn. hor.

1 F. r.

2 F. r. hor. + 1 F. w. above left F. r.

**Sound signal of ships**

— —

**Location of signals**

At right side of passage

**Signification**

Passage open

Passage closed, will soon be opened

Bridge cannot be opened  
No passage except for ships with sufficient air draft

Request for bridge passage

**Location of signals**

At north side of bridge,  
are shown only in case of need

**Signification**

Passage open

Passage closed

**Location of signals**

At right side of passage

**Signification**

Passage open

Passage closed, will soon be opened

Bridge cannot be opened  
No passage except for ships with sufficient air draft

Request for bridge passage

## II. Bremen Port District

### “Oslebshausen” lock

#### Location of Signals

10 m signal mast on top of building

#### Note:

Lock signals consist exclusively of light signals equipped with intensity modulation (day/night switching). Signal mast is equipped with 3 platforms with signalling lamps of the individual signals installed in a vertical line on 5 levels at 1.5 m distance in the following order from top to bottom: Red – Red – White – Green – Green. In particular, the following signal positions are thus signalled and indicated:

#### a) Regular lock operation

##### Day and night signal

##### Signification

1 F. gn.

Entrance open from riverside only

2 F. gn. ver.

Entrance open from dockside only

1 F. r.

Entrance closed

2 F. r. ver.

Lock is out of operation

#### b) Lock operation with open gates

##### Day and night signal

##### Signification

1 LFI. 8s gn.

Passage open from river to dock

2 LFI. 20s gn. ver.

Passage open from dock to river

#### c) Extraordinary lock operation

##### Day and night signal

##### Signification

1 LFI. 8s w.  
above  
1 F. gn.

Entrance open from riverside for a specific tidal ship

1 LFI. 8s w.  
above  
2 F. gn.

Entrance open from dockside for a specific tidal ship

The signals are shown in the following sectors:

from 44° to 92° with a range of 900 m

from 105° to 129° with a range of 1200 m

from 133° to 253° with a range of 300 m

from 250° to 276° with a range of 1200 m

#### d) Makeshift signals in case of main signal defect

**Day and night signal**

White flash signals by searchlight  
from control building

**Signification**

Signal lights are defect.  
Await instruction of Port Authority

**e) Sound signals of ships**

— — • —

I intend to enter the lock

**Water level signals**

River Weser water levels above chart zero are displayed at the water gauge at south breakwater in front of new outer entrance. The sector with red figures indicates water levels below chart zero.

## **Annex 4 (related to § 42 (1))**

### **Quantity Restrictions and Safety Requirements for Dangerous Goods in Packaged Form**

#### **Contents:**

- 1. Definitions and explanations**
- 2. Regulations for intermediate keeping of dangerous goods in packaged form within the scope of the Port Bye-Laws**
- 3. Substance-related quantity restrictions and safety requirements**

#### **1. Definitions and explanations**

- 1.1 “Dangerous goods” within the meaning of this annex are substances and articles as defined in § 3 of Port Bye-Laws.
- 1.2 “Explosives” are substances and articles regulated by the Law on Substances with Explosive Hazards (Explosives Act) dated 17 April 1986 (Federal Gazette I, p. 577) and last amended by the law as revised on 23 June 1998 (Federal Gazette I, p.1530).
- 1.3 “Direct loading/unloading” is the direct loading of dangerous goods from shore vehicles onto a ship or vice versa as well as ship-to-ship handling.
- 1.4 Stipulated “mass” refers to gross mass, in case of explosives according to 1.2 above to net explosive mass.
- 1.5 Stipulated quantities under “Direct loading/unloading” refer to the total amount of dangerous goods of one class to be transhipped to or from a ship.
- 1.6 “Maximum quantity” refers to the maximum quantity of dangerous goods of one class permitted on board a ship including goods in transit and deadweight. Quantity limitations for each class remain in force.
- 1.7 “Excess quantity” refers to an excess of the quantities or masses permitted by this Annex. Any excess requires a written Port Authority permit. If necessary, supplementary conditions and requirements may be stipulated in the permit.
- 1.8 “Special berth” is a berth individually designated by Port Authority for “Direct loading/unloading” operation in accordance with this Annex.

## 2. Regulations for intermediate keeping of dangerous goods in packaged form within the scope of the Port Bye-Laws

2.1 Intermediate keeping of dangerous goods in packaged form is permitted only in locations approved by Port Authority:

- a) in designated locations within sheds: the respectively permitted classes only;
- b) in dangerous goods boxes: all classes except class 2.3 (toxic gases) for which special, stationary, and ventilated (in/out) containers shall be provided.

Containers containing dangerous goods are permitted for intermediate keeping only in approved and marked dangerous goods locations. Containers with regard to dangerous goods of classes 1 (explosive) and 7 (radioactive) may be permitted for intermediate keeping only in designated and specially safeguarded locations with Port Authority approval.

### 2.2 Segregation requirements

#### 2.2.1 Segregation table

| Hazard class                       |               | 1.1        | 1.3 | 1.4 | 2.1 | 2.2 | 2.3 | 3 | 4.1 | 4.2 | 4.3 | 5.1 | 5.2 | 6.1 | 6.2 | 7 | 8 | 9 |
|------------------------------------|---------------|------------|-----|-----|-----|-----|-----|---|-----|-----|-----|-----|-----|-----|-----|---|---|---|
|                                    |               | 1.2<br>1.5 | 1.6 |     |     |     |     |   |     |     |     |     |     |     |     |   |   |   |
| Explosives                         | 1.1, 1.2, 1.5 | *          | *   | *   | *   | *   | *   | * | *   | *   | *   | *   | *   | *   | *   | * | * | * |
|                                    | 1.3, 1.6      | *          | *   | *   | *   | *   | *   | * | *   | *   | *   | *   | *   | *   | *   | * | * | * |
|                                    | 1.4           | *          | *   | *   | *   | *   | *   | * | *   | *   | *   | *   | *   | *   | *   | * | * | * |
| Flammable gases                    | 2.1           | *          | *   | *   | X   | X   | X   | 2 | 1   | 2   | X   | 2   | 2   | X   | *   | * | 1 | X |
| Non-toxic, non-flammable gases     | 2.2           | *          | *   | *   | X   | X   | X   | 1 | X   | 1   | X   | X   | 1   | X   | *   | * | X | X |
| Toxic gases                        | 2.3           | *          | *   | *   | X   | X   | X   | 2 | X   | 2   | X   | X   | 2   | X   | *   | * | X | X |
| Flammable liquids                  | 3             | *          | *   | *   | 2   | 1   | 2   | X | X   | 2   | 1   | 2   | 2   | X   | *   | * | X | X |
| Flammable solids                   | 4.1           | *          | *   | *   | 1   | X   | X   | X | X   | 1   | X   | 1   | 2   | X   | *   | * | 1 | X |
| Spontaneously combustible material | 4.2           | *          | *   | *   | 2   | 1   | 2   | 2 | 1   | X   | 1   | 2   | 2   | 1   | *   | * | 1 | X |
| Waterreactive substances           | 4.3           | *          | *   | *   | X   | X   | X   | 1 | X   | 1   | X   | 2   | 2   | X   | *   | * | 1 | X |
| Oxidizing substances               | 5.1           | *          | *   | *   | 2   | X   | X   | 2 | 1   | 2   | 2   | X   | 2   | 1   | *   | * | 2 | X |
| Organic peroxides                  | 5.2           | *          | *   | *   | 2   | 1   | 2   | 2 | 2   | 2   | 2   | 2   | X   | 1   | *   | * | 2 | X |
| Toxic substances                   | 6.1           | *          | *   | *   | X   | X   | X   | X | X   | 1   | X   | 1   | 1   | X   | *   | * | X | X |
| Infectious substances              | 6.2           | *          | *   | *   | *   | *   | *   | * | *   | *   | *   | *   | *   | *   | *   | * | * | * |
| Radioactive substances             | 7             | *          | *   | *   | *   | *   | *   | * | *   | *   | *   | *   | *   | *   | *   | * | * | * |
| Corrosive substances               | 8             | *          | *   | *   | 1   | X   | X   | X | 1   | 1   | 1   | 2   | 2   | X   | *   | * | X | X |
| Miscellaneous dangerous goods      | 9             | *          | *   | *   | X   | X   | X   | X | X   | X   | X   | X   | X   | X   | *   | * | X | X |

\* cf. section 3 "Substance-related quantity restrictions and safety requirements"

**For dangerous goods bearing a subsidiary risk label, the more stringent segregation requirements applicable to the subsidiary risk take precedence over those of the primary hazard.**



## 2.2.2 Explanations to table under 2.2.1

The stipulated letters and figures have the following meaning:

a) for packages:

- X - no segregation required
- 1 - "away from" at least a distance of 3 meters from incompatible dangerous goods
- 2 - "separated from" in the open air:  
at least a distance of 6 meters from incompatible dangerous goods  
in a shed:  
at least a distance of 12 meters from incompatible dangerous goods or segregation by a fire-resisting wall (DIN 4102, part 3 )

b) for containers:

- X - no segregation required
- 1 - "away from" at least a distance of 3 meters from incompatible dangerous goods
- 2 - "separated from" in the open air:  
at least a distance of 3 meters from incompatible dangerous goods  
in a shed:  
at least a distance of 12 meters from incompatible dangerous goods or segregation by a fire-resisting wall (DIN 4102, part 3 )

c) for road vehicles and railway cars:

- X - no segregation required
- 1 - "away from" at least a distance of 3 meters from incompatible dangerous goods
- 2 - "separated from" in the open air:  
at least a distance of 3 meters from incompatible dangerous goods in closed vehicles and cars  
at least a distance of 6 meters from incompatible dangerous goods in open vehicles and cars  
in a shed:  
at least a distance of 12 meters from incompatible dangerous goods or segregation by a fire-resisting wall (DIN 4102, part 3 )

### 3. Substance-related quantity restrictions and safety requirements

#### Class 1 : Explosive substances and articles

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping<br>Quantity<br>limitation | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship<br><br>Substances and articles of<br>compatibility groups A, H, J,<br>K, and L only with special<br>permit of Port Authority | Safety requirements<br><br>(No. of applicable requirements)  |
|--------------------------------|---|--|--|
| 1.1/ 1.5                       | Prohibited  | At berths designated by<br>Port Authority:<br>5,000 kg net explosive.<br>In particular cases, the<br>maximum quantity may be<br>set higher at special berths<br>by a written exemption<br>permit of Port Authority   | To be complied with without prejudice to<br>other legal requirements:<br><br>Handling:<br>1 – 27<br><br>Transit:<br>5, 6, 15, 16, 17, 20, 22, 26   |
| 1.2                            | With special<br>permit of Port<br>Authority only  | 30,000 kg net explosive.<br>In particular cases, the<br>maximum quantity may be<br>set higher at special berths<br>by a written exemption<br>permit of Port Authority.   | To be complied with without prejudice to<br>other legal requirements:<br><br>Handling:<br>1 – 16, 18 – 27<br><br>Transit<br>5, 6, 15, 16, 20, 22, 26   |
| 1.3                            | With special<br>permit of Port<br>Authority only  | Unlimited  | To be complied with without prejudice to<br>other legal requirements:<br><br>Handling:<br>1 – 16, 18 – 27<br><br>Transit<br>5, 6, 15, 16, 20, 22, 26   |
| 1.4/ 1.6                       | Unlimited   | Unlimited  | To be complied with without prejudice to<br>other legal requirements:<br><br>Handling:<br>1, 2, 3, 5, 6, 7, 8, 12, 13, 14, 15, 19, 22,<br>23, 24, 26, 27<br><br>Transit:<br>5, 6, 15, 22, 26 |

## Class 2 : Gases

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)   |
|--------------------------------|----------------------------|---|---|
| 2.1/ 2.2/ 2.3                  | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22, 23, 24, 26, 29<br>Transit:<br>5, 6, 14, 15, 22, 26, 29 |

## Class 3 : Flammable liquids

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)   |
|--------------------------------|----------------------------|---|---|
| 3.1/ 3.2/ 3.3                  | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22, 23, 24, 26, 29<br>Transit:<br>5, 6, 14, 15, 22, 26, 29 |

## Class 4.1 : Flammable solid substances

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)  |
|--------------------------------|----------------------------|---|--|
| 4.1                            | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22, 23, 24, 26*, 27,<br>28, 29<br>Transit:<br>5, 6, 14, 15, 22, 26*, 27, 28, 29 |

\* applicable to self-reactive substances and desensitized explosives only

## Class 4.2 : Substances liable to spontaneous combustion

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)  |
|--------------------------------|----------------------------|---|--|
| 4.2                            | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22, 23, 24, 26, 27,<br>29<br>Transit:<br>5, 6, 14, 15, 22, 26, 27, 29 |

### Class 4.3 Substances which, in contact with water, emit flammable gases

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)   |
|--------------------------------|----------------------------|---|---|
| 4.3                            | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22, 23, 24, 27, 29<br>Transit:<br>5, 6, 14, 15, 22, 27, 29 |

### Class 5.1 Oxidizing substances (agents)

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)   |
|--------------------------------|----------------------------|---|---|
| 5.1                            | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22, 23, 24, 29<br>Transit:<br>5, 6, 14, 15, 22, 29 |

### Class 5.2 Organic peroxides

| Subdivision<br>Marks<br>Labels   | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)  |
|--|----------------------------|---|--|
| 5.2  | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22, 23, 24, 26, 27,<br>28, 29<br>Transit:<br>5, 6, 14, 15, 22, 26, 28, 29 |
| 5.2<br>all<br>substances<br>with<br>subsidiary<br>hazard label<br>"explosives" | Prohibited                 | at berths designated by<br>Port Authority:<br>15,000 kg                                 | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>1 - 29<br>Transit:<br>5, 6, 15, 16, 17, 20, 22, 26, 28, 29   |

### Class 6.1 Toxic substances

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)   |
|--------------------------------|----------------------------|---|---|
| 6.1                            | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br><br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22, 23, 24, 29<br><br>Transit:<br>5, 6, 14, 15, 22, 29 |

### Class 6.2 Infectious substances

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)   |
|--------------------------------|-------------------------|---|---|
| 6.2                            | Prohibited              | Only with special<br>permission of Port Authority                                       | To be complied with without prejudice to<br>other legal requirements:<br><br>Handling:<br>3, 4, 5, 6, 7, 11, 12, 13, 14, 15, 16, 21, 22<br>, 23, 24, 26, 28, 29<br><br>Transit:<br>5, 6, 14, 15, 16, 22, 26, 28, 29 |

### Class 7 Radioactive materials

Notwithstanding other legal provisions, the requirements stipulated in the Annex to the (German) Transport of Dangerous Goods by Sea Ordinance (GGVSee) for Class 7 must be complied with accordingly when goods of this class are transiting through or are handled or kept intermediately in Port Area unless stipulated otherwise below.

| Subdivision<br>Marks<br>Labels                                | Intermediate<br>keeping                              | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship  | Safety requirements<br>(No. of applicable requirements)  |
|---|--|--|--|
| Exempted<br>materials of<br>class 7<br>GGVSee,<br>Pages 1 – 4 | No quantity<br>limitations                           | No quantity limitations  | To be complied with without prejudice to<br>other legal requirements:<br><br>Handling:<br>3, 4, 5, 6, 7, 11, 12, 13, 14, 15, 16, 21,<br>22, 23, 24, 29, 30, 31, 32, 33, 34 |
| Category<br>I-white   | No quantity<br>limitations                           | No quantity limitations  | Transit:<br>5, 6, 14, 15, 16, 22, 29, 30, 31, 32, 33   |
| Category<br>II-yellow /<br>III-yellow                         | Only with special<br>permission of<br>Port Authority | The sum of transport<br>indexes (number 2.27, Class<br>7, IMDG Code) per ship may<br>not exceed 200 (cf. number<br>4.2.2, Class 7, IMDG Code)<br><br>Valid permit issued under<br>German Atomic Law must<br>be on hand |  |

### **Class 8 Corrosives**

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)  |
|--------------------------------|----------------------------|---|--|
| 8                              | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22 ,23 ,24 , 29<br>Transit:<br>5, 6, 14, 15, 22, 29 |

### **Class 9 Miscellaneous dangerous substances and articles**

| Subdivision<br>Marks<br>Labels | Intermediate<br>keeping    | Maximum quantity for direct<br>loading/unloading and max.<br>quantity on board per ship | Safety requirements<br>(No. of applicable requirements)   |
|--------------------------------|----------------------------|---|---|
| 9                              | No quantity<br>limitations | No quantity limitations   | To be complied with without prejudice to<br>other legal requirements:<br>Handling:<br>5, 6, 7, 12, 13, 14, 15, 22, 23, 24, 29<br>Transit:<br>5, 6, 14, 15, 22, 29 |

## Safety requirements

| No. |   | 1.1<br>1.5 | 1.2<br>1.3 | 1.4<br>1.6 | 2   | 3   | 4.1 | 4.2 | 4.3 | 5.1 | 5.2   | 6.1 | 6.2 | 7          | 8   | 9   |
|-----|---|------------|------------|------------|-----|-----|-----|-----|-----|-----|-------|-----|-----|------------|-----|-----|
| 1.  | Cargo handling including stowage or discharge operations on board to be supervised by a specially trained person holding a certificate of competence in accordance with the German Explosives Act.  | YES        | YES        | YES*       | --  | --  | --  | --  | --  | --  | YES** | --  | --  | --         | --  | --  |
| 2.  | Prior to commencement of cargo handling, the certified person must instruct all persons involved in handling operations with reference to safety requirements. A copy of safety requirements for these goods to be available on board.  | YES        | YES        | YES*       | --  | --  | --  | --  | --  | --  | YES** | --  | --  | --         | --  | --  |
| 3.  | The exact time of cargo handling to be notified to Port Authority and Water Police at least one hour prior to commencement of cargo handling operation. Moreover, completion of operation and whereabouts of the discharged goods to be immediately reported to Port Authority.   | YES        | YES        | --         | --  | --  | --  | --  | --  | --  | YES** | --  | YES | YES        | --  | --  |
| 4.  | Goods transported by inland barges or by land transport modes are allowed to enter Port Area only immediately prior to commencement of handling operations and must be handled without delay. By order of Port Authority, these goods to be guarded at the expense of party having right of disposal. In case of delay of cargo handling, Port Authority may arrange for special precautionary measures to be taken in the interest of port safety. This applies in particular to the parking of railway cars containing goods that request prior permit by Port Authority. | YES        | YES        | --         | --  | --  | --  | --  | --  | --  | YES** | --  | YES | ***<br>YES | --  | --  |
| 5.  | Ships must have an operational telephone on board. Phone numbers to be notified to Port Authority on arrival.   | YES        | YES        | YES        | YES | YES | YES | YES | YES | YES | YES   | YES | YES | YES        | YES | YES |

\* Only applicable to goods requiring certificate of competence in accordance with the German Explosives Act.

\*\* Class 1.1 safety requirements apply with regard to substances of this class presenting the subsidiary risk label “explosive”,

\*\*\* Only applicable to categories II – yellow and III – yellow.

\*\*\*\* Only applicable to desensitized explosives and self-reacting substances.



| No. |   | 1.1<br>1.5 | 1.2<br>1.3 | 1.4<br>1.6 | 2   | 3   | 4.1 | 4.2 | 4.3 | 5.1 | 5.2               | 6.1 | 6.2 | 7   | 8   | 9   |
|-----|---|------------|------------|------------|-----|-----|-----|-----|-----|-----|-------------------|-----|-----|-----|-----|-----|
| 6.  | Fire-extinguishing installations and equipment to be kept ready for use.  | YES        | YES        | YES        | YES | YES | YES | YES | YES | YES | YES               | YES | YES | YES | YES | YES |
| 7.  | All cargo-handling equipment to be checked for operational safety before use. The use of hooks is not permitted.  | YES        | YES        | YES        | YES | YES | YES | YES | YES | YES | YES               | YES | YES | YES | YES | YES |
| 8.  | Persons handling conventional packages of dangerous goods must not wear nailed footwear.  | YES        | YES        | YES        | --  | --  | --  | --  | --  | --  | YES <sup>**</sup> | --  | --  | --  | --  | --  |
| 9.  | During handling, all other cargo operations to be stopped.  | YES        | YES        | --         | --  | --  | --  | --  | --  | --  | YES <sup>**</sup> | --  | --  | --  | --  | --  |
| 10. | Handling may be effected to shoreside and waterside with solely one ship at a time to stay alongside or to be loaded/unloaded by shoreside equipment.   | YES        | YES        | --         | --  | --  | --  | --  | --  | --  | --                | --  | --  | --  | --  | --  |
| 11. | As far as practicable, import goods to be discharged first and export goods loaded last. If not practicable, goods to be specially guarded on board the ship until discharged or subsequent to their loading. | YES        | YES        | --         | --  | --  | --  | --  | --  | --  | YES <sup>**</sup> | --  | YES | YES | --  | --  |
| 12. | The goods not to be thrown or set down hard. Stacks to be secured against tipping, rubbing or shaking.  | YES        | YES        | YES        | YES | YES | YES | YES | YES | YES | YES               | YES | YES | YES | YES | YES |
| 13. | Damaged packages not to be loaded. If, in exceptional cases, damaged packages are to be discharged, prior Port Authority permission has to be obtained.   | YES        | YES        | YES        | YES | YES | YES | YES | YES | YES | YES               | YES | YES | YES | YES | YES |

\* Only applicable to goods requiring certificate of competence in accordance with the German Explosives Act.

\*\* Class 1.1 safety requirements apply with regard to substances of this class presenting the subsidiary risk label "explosive",

\*\*\* Only applicable to categories II – yellow and III – yellow.

\*\*\*\* Only applicable to desensitized explosives and self-reacting substances.

| No. |  | 1.1<br>1.5 | 1.2<br>1.3 | 1.4<br>1.6 | 2   | 3   | 4.1 | 4.2 | 4.3 | 5.1 | 5.2               | 6.1 | 6.2 | 7          | 8   | 9   |
|-----|--|------------|------------|------------|-----|-----|-----|-----|-----|-----|-------------------|-----|-----|------------|-----|-----|
| 14. | In case packages containing dangerous goods get damaged or damages to packages are found, all cargo operations to be suspended immediately. The work area must be vacated until an investigation by the person responsible for the operation has ensured that employees' safety is not endangered. Port Authority and fire brigade to be informed. | YES        | YES        | YES        | YES | YES | YES | YES | YES | YES | YES               | YES | YES | YES        | YES | YES |
| 15. | In daytime, ships to exhibit a red flag, and at night (from sunset to sunrise), a red light in a highly visible position.  | YES        | YES        | YES        | YES | YES | YES | YES | YES | YES | YES               | YES | YES | YES        | YES | YES |
| 16. | The ship to keep a gangway watch to ensure that no unauthorized persons have access to ship. Authorized to enter the ship are only:<br>a) crew members;<br>b) relatives of crew members;<br>c) persons required to be on board for operational purposes;<br>d) official personnel.   | YES        | YES        | --         | --  | --  | --  | --  | --  | --  | YES <sup>**</sup> | --  | YES | ***<br>YES | --  | --  |
| 17. | Emergency towing wires to be placed for and aft and to be lowered to the waterline.  | YES        | --         | --         | --  | --  | --  | --  | --  | --  | YES <sup>**</sup> | --  | --  | --         | --  | --  |
| 18. | A safety distance of 15 m to be kept from vehicles and railway cars loaded with goods of this class. The area of transshipment to be secured against access of unauthorized persons.   | YES        | YES        | --         | --  | --  | --  | --  | --  | --  | YES <sup>**</sup> | --  | --  | --         | --  | --  |
| 19. | Cargo operations to be suspended during thunderstorms; antennas to be grounded.  | YES        | YES        | YES        | --  | --  | --  | --  | --  | --  | YES <sup>**</sup> | --  | --  | --         | --  | --  |

\* Only applicable to goods requiring certificate of competence in accordance with the German Explosives Act.

\*\* Class 1.1 safety requirements apply with regard to substances of this class presenting the subsidiary risk label "explosive",

\*\*\* Only applicable to categories II – yellow and III – yellow.

\*\*\*\* Only applicable to desensitized explosives and self-reacting substances.

| No. |  | 1.1<br>1.5 | 1.2<br>1.3 | 1.4<br>1.6 | 2   | 3   | 4.1         | 4.2 | 4.3 | 5.1 | 5.2       | 6.1 | 6.2 | 7          | 8   | 9   |
|-----|--|------------|------------|------------|-----|-----|-------------|-----|-----|-----|-----------|-----|-----|------------|-----|-----|
| 20. | Ships are permitted to lay alongside only at berths assigned to them by Port Authority. Inland barges and harbour craft to keep a safety distance of 30 meters from other ships and to have a constant watch on board.   | YES        | YES        | --         | --  | --  | --          | --  | --  | --  | YES<br>** | --  | --  | --         | --  | --  |
| 21. | Ships and shore vehicles to leave port area immediately upon completion of loading. Delays to be reported immediately to Port Authority. In case of delays, Port Authority may order special precautionary measures to be taken in the interest of port area safety. | YES        | YES        | --         | --  | --  | --          | --  | --  | --  | YES<br>** | --  | YES | ***<br>YES | --  | --  |
| 22. | In case a ship with dangerous goods on board develops a leak or is otherwise damaged or if dangerous goods develop a hazardous condition, Port Authority must be informed immediately.   | YES        | YES        | YES        | YES | YES | YES         | YES | YES | YES | YES       | YES | YES | YES        | YES | YES |
| 23. | Lifting means to be attached to packaged dangerous goods only in such a way as to prevent slipping or falling out - even of single packages – when lifted.   | YES        | YES        | YES        | YES | YES | YES         | YES | YES | YES | YES       | YES | YES | YES        | YES | YES |
| 24. | During conventional handling of dangerous goods, no other cargo operation to be permitted in the direct vicinity of that same cargo hold.  | YES        | YES        | YES        | YES | YES | YES         | YES | YES | YES | YES       | YES | YES | YES        | YES | YES |
| 25. | Whenever possible, dangerous goods to be stowed for intermediate keeping in a locked room. A hatch sealed with a custom seal to be also considered a locked room.  | YES        | YES        | --         | --  | --  | --          | --  | --  | --  | YES<br>** | --  | --  | --         | --  | --  |
| 26. | Dangerous goods to be protected against excessive heating through insulation.  | YES        | YES        | YES        | YES | YES | ****<br>YES | YES | --  | --  | YES       | --  | YES | --         | --  | --  |

\* Only applicable to goods requiring certificate of competence in accordance with the German Explosives Act.

\*\* Class 1.1 safety requirements apply with regard to substances of this class presenting the subsidiary risk label “explosive”,

\*\*\* Only applicable to categories II – yellow and III – yellow.

\*\*\*\* Only applicable to desensitized explosives and self-reacting substances.

| No. |  | 1.1<br>1.5 | 1.2<br>1.3 | 1.4<br>1.6 | 2   | 3   | 4.1                  | 4.2 | 4.3 | 5.1 | 5.2 | 6.1 | 6.2 | 7   | 8   | 9   |
|-----|--|------------|------------|------------|-----|-----|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 27. | The goods to be protected against direct moisture (rain, puddles).   | YES        | YES        | YES        | --  | --  | YES<br>(cot-<br>ton) | YES | YES | --  | YES | --  | --  | --  | --  | --  |
| 28. | The person in control over cargo must ensure that IMDG Code provisions with regard to temperature control be complied with.  | --         | --         | --         | --  | --  | YES                  | --  | --  | --  | YES | --  | YES | --  | --  | --  |
| 29. | In case of dangerous goods that might be inhaled or contaminate (impure) skin, dust-masks and protective clothing to be worn.  | --         | --         | --         | YES | YES | YES                  | YES | YES | YES | YES | YES | YES | YES | YES | YES |
| 30. | Cargo holds carrying such goods must not be entered prior to workplace radiation concentration level control check to be carried out by Port Authority. Cargo operations to start only upon completion of radiation level control check.   | --         | --         | --         | --  | --  | --                   | --  | --  | --  | --  | --  | --  | YES | --  | --  |
| 31. | Port Authority to determine a controlled area, the outer perimeters of which may emit up to 7.5 µSv/h in workplace concentration radiation. The controlled area to be entered only by persons required to be present on official duty or for cargo handling purposes. Stay within controlled area to be limited to unavoidable minimum duration. | --         | --         | --         | --  | --  | --                   | --  | --  | --  | --  | --  | --  | YES | --  | --  |
| 32. | The controlled area to be conspicuously marked by the persons responsible in the individual case. Radiation hazards to be indicated in an appropriate manner. Applicable on board ships only when other works are carried out in the same hold or the same deck area.  | --         | --         | --         | --  | --  | --                   | --  | --  | --  | --  | --  | --  | YES | --  | --  |

\* Only applicable to goods requiring certificate of competence in accordance with the German Explosives Act.

\*\* Class 1.1 safety requirements apply with regard to substances of this class presenting the subsidiary risk label "explosive",

\*\*\* Only applicable to categories II – yellow and III – yellow.

\*\*\*\* Only applicable to desensitized explosives and self-reacting substances.

| No. |   | 1.1 | 1.2 | 1.4 | 2  | 3  | 4.1 | 4.2 | 4.3 | 5.1 | 5.2 | 6.1 | 6.2 | 7   | 8  | 9  |
|-----|---|-----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|
|     |   | 1.5 | 1.3 | 1.6 |    |    |     |     |     |     |     |     |     |     |    |    |
| 33. | Until departure of certain radioactive materials from port area, the competent authorities to cordon off location on board and ashore including surroundings to the necessary extent. | --  | --  | --  | -- | -- | --  | --  | --  | --  | --  | --  | --  | YES | -- | -- |
| 34. | Radioactive materials to be transported through port area from and to ship by shortest route.   | --  | --  | --  | -- | -- | --  | --  | --  | --  | --  | --  | --  | YES | -- | -- |

\* Only applicable to goods requiring certificate of competence in accordance with the German Explosives Act.

\*\* Class 1.1 safety requirements apply with regard to substances of this class presenting the subsidiary risk label “explosive”,

\*\*\* Only applicable to categories II – yellow and III – yellow.

\*\*\*\* Only applicable to desensitized explosives and self-reacting substances.

## Annex 5 (related to § 40 (5) and § 48 (1))

### Safety requirements for the handling of dangerous goods carried in bulk

| Safety requirements for hazardous bulk material  | Application of safety requirements to the various goods |                                      |  |   |   |   |
|--|---|--------------------------------------|--|---|---|---|
|  | Gases   | Flammable liquids flashpoint < 60 °C | Other liquids covered by the IBC Code/ MARPOL I/II | Solid substances of classes 4.1 and 4.2 | Solid substances of classes 4.3 and 5.1 | Other solids classified as MHB in the BC Code |
| The goods shall be protected against excessive heat.   |   |                                      |  | YES                                     |   |   |
| The goods shall be protected against moisture.   |   |                                      |  | YES                                     | YES                                     |   |
| Suitable fire fighting installations and equipment shall be kept ready for use.  | YES   | YES                                  | YES  | YES                                     | YES                                     | YES   |
| Smoking and use of fire and open light is prohibited.  | YES   | YES                                  | YES  | YES                                     | YES                                     | YES   |
| The warning sign "smoking prohibited" shall be placed at the gangway or any other access point to the ship.                      | YES   | YES                                  | YES  | YES                                     | YES                                     | YES   |
| For mooring only such ropes and wires shall be used that exclude the generation of sparks.                                       | YES   | YES                                  |  |   |   |   |
| On sea-going tankers emergency towing wires shall be placed for and aft and shall be lowered to the waterline.                   | YES   | YES                                  |  |   |   |   |
| Ship/shore safety checklists <sup>1</sup> shall be completed before commencement of cargo operations.                            | YES   | YES                                  | YES  | YES                                     | YES                                     | YES   |
| Only explosion proof torches and mobile phones may be used   | YES   | YES                                  | YES  |   |   |   |
| During operation of ship or shore based cargo pumps a continuous watch keeping is required at the jetty and on deck of the ship. | YES   | YES                                  | YES  |   |   |   |
| Cargo hoses or cargo arms shall be connected on board and ashore by the use of bolts or appropriate couplings.                   | YES   | YES                                  | YES  |   |   |   |
| All scuppers shall be closed, drip trays shall be positioned   | YES   | YES                                  | YES  |   |   |   |

<sup>1</sup> specimen of applicable checklists are promulgated in the International Safety Guide for Oil Tankers and Terminals (ISGOTT) for seagoing tankers, in Annex B2 of the Ordinance for the Carriage of *Dangerous goods* on River Rhine (ADNR) for tanker barges and in the Code of Safe Practice for the loading and unloading of Bulkcarriers (BLU Code) for sea-going bulkcarriers.

| Safety requirements for hazardous bulk material   | Application of safety requirements to the various goods |                                      |  |   |   |  |
|---|---|--------------------------------------|--|---|---|--|
|   | Gases   | Flammable liquids flashpoint < 60 °C | Other liquids regulated by IBC Code/ MARPOL I/II | Solid substances of classes 4.1 and 4.2 | Solid substances of classes 4.3 and 5.1 | Other solids regulated as MHB in BC Code |
| Before connecting cargo hoses or arms a bonding cable shall be connected to the ship. The resistance shall not exceed 10 <sup>6</sup> Ohm. The bonding cable shall be connected to the jetty by way of a circuit breaker that is either approved for IEC zone 1 or installed outside zone 1. The circuit breaker shall be switched to continuity only after the cable is connected. The cable shall not be removed before the hoses or arms are disconnected. | YES   | YES                                  |  |   |   |  |
| Cargo hoses and pipes shall be electrically conductive with the exception of an insulating flange or a non-conductive piece of hose. The hose or pipe connection at the water side of the insulating piece shall be electrically conductive to the ship, the hose or pipe connection at the shore side of the insulating piece shall be electrically conductive to the jetty.   | YES   | YES                                  |  |   |   |  |
| Cargo hoses and arms shall be tested to the 1.3 fold of the maximum allowed working pressure. The last test shall not date back more than 12 months.  | YES   | YES                                  | YES  |   |   |  |
| Hose and arm connections shall be so constructed that the spill generated by disconnection or rupture is limited to the extent, which cannot be avoided in accordance with the latest state of engineering. Spilled liquid shall be collected.  | YES   | YES                                  | YES  |   |   |  |
| Permanently installed cargo pipes at the jetty shall be equipped with emergency shut down devices ensuring the immediate interruption of liquid flow in case of emergency, so that the amount of liquid spilled is the minimized in accordance with the latest state of engineering.  | YES   | YES                                  | YES  |   |   |  |
| Cargo transfer pipes and cable connections shall be protected against tensile load.   | YES   | YES                                  | YES  |   |   |  |
| The pipe system shall be equipped with pressure relieve devices.  | YES   | YES                                  | YES  |   |   |  |

| Safety requirements for hazardous bulk material   | Application of safety requirements to the various goods |                                     |  |   |   |  |
|---|---|-------------------------------------|--|---|---|--|
|   | Gases   | Flammable liquids flashpoint < 60°C | Other liquids regulated by IBC Code/ MARPOL I/II | Solid substances of classes 4.1 and 4.2 | Solid substances of classes 4.3 and 5.1 | Other solids regulated as MHB in BC Code |
| The volumetric cargo flow rate shall be related to the pipeline diameter to prevent the danger of ignition by the accumulation of static electricity in the cargo transfer pipes by flowing liquids.  | YES   | YES                                 |  |   |   |  |
| Loading and unloading shall take place using a vapour return system.  | YES   |                                     |  |   |   |  |
| Vent outlets and pressure relieve devices of cargo tanks shall be equipped with flame arresters.  | YES   | YES                                 |  |   |   |  |
| All openings of cargo tanks, with the exception of vent outlets and pressure relieve devices, shall be hermetically closed (vapour tight).  | YES   | YES                                 | YES  |   |   |  |
| Sighting and ullage ports may be opened only if cargo handling under closed system is not required. They may be opened only for ullaging and sampling and only for a short period. Persons carrying out ullaging or sampling shall be protected against the danger of vapour inhalation and contact of eye and skin with the cargo. |   | YES                                 | YES  |   |   |  |
| Gauging and sampling devices shall be made of electrically conductive material and shall be bonded to the hull before use.  |   | YES                                 |  |   |   |  |
| All openings to the dangerous area (e.g. doors and bull-eyes) shall be closed during cargo handling.  | YES   | YES                                 | YES  |   |   |  |
| Where flammable gases or vapour may be present (IEC Zone 1), only explosion-proof electrical installations and equipment shall be used.   | YES   | YES                                 |  |   |   |  |
| Cargo operations shall be controlled by automatic gas warning devices.  | YES   |                                     |  |   |   |  |
| During thunderstorms and other weather factors which might impair safety the cargo handling shall be suspended.   | YES   | YES                                 | YES  | YES                                     | YES                                     | YES                                      |



**Annex 6 to § 46 (3)****Tanker berths****Port District of Bremen**

| Port subdivision | Name of berth            | Pier position |      | Hazard class acc. to VbF (*) |
|------------------|--------------------------|---------------|------|------------------------------|
|                  |                          | from          | to   |                              |
| Allerhafen       | Märtens                  | 131           | 180  | A III                        |
| Kleine Weser     | TS Platz 4               | 480           | 560  | A III                        |
|                  | TS Platz 5               | 561           | 620  | A III                        |
|                  | TS Platz 6               | 621           | 673  | A III                        |
| Seehausen        | Schlammverladeanlage     | 1780          | 1880 | No VbF products              |
| Lankenauer Hafen | TS Platz 1               | 700           | 799  | A III                        |
|                  | TS Platz 2               | 800           | 899  | A III                        |
| Holzhafen        | Safety Kleen             | 8             | 11   | A III                        |
|                  | D & S, Weser-Petrol      | 820           | 1180 | A III                        |
| Hüttenhafen      | TS Warteplatz 1          | 30            | 110  | A I / A II / A III           |
|                  | TS Warteplatz 2          | 130           | 230  | A I / A II / A III           |
|                  | HGM Bunkerstation        | 20            | 89   | A III                        |
|                  | HGM Mineralöl            | 90            | 250  | A I / A II / A III           |
|                  | D & S, Weserpetrol       | 290           | 450  | A III                        |
| Kalihafen        | Total                    | 240           | 460  | A III                        |
| Hafen A          | Plump                    | 30            | 155  | A III                        |
| Hafen A          | Menke, ULS               | 230           | 450  | No VbF products              |
| Osterort         | Wesertanking             | 200           | 450  | A III                        |
|                  | TS Warteplatz            | 540           | 640  | A I / A II / A III           |
|                  | Osterort 4, Brücke innen | 31            | 200  | A III                        |
| Farge            | IVG Pier 1               | 400           | 619  | A I / A II / A III           |
|                  | IVG Pier 2               | 620           | 819  | A I / A II / A III           |

**Port District of Bremerhaven**

Liquid cargo handling facilities are approved only for hazard class A III according to VbF (\*)

| Port subdivision | Name of berth  | Pier position |    | Hazard class acc. to VbF (*) |
|------------------|----------------|---------------|----|------------------------------|
|                  |                | from          | to |                              |
| Verbindungshafen | Bominflot      |               |    | A III                        |
| Fischereihafen   | Jindelt        |               |    | A III                        |
| Fischereihafen   | C.S. Tanklager |               |    | A III                        |
| Fischereihafen   | Glüsing        |               |    | A III                        |

(\*) Note:

Hazard classes according to VbF (Ordinance on Flammable Liquids)

A I flashpoint below 21°C

A II flashpoint from 21°C up to 55°C

A III flashpoint above 55°C up to 100°C

**Annex 7**

| <h2 style="margin: 0;">Permit</h2> <p style="margin: 0;">For welding, cutting and other hot works in the shore area of the port</p>  |   |  |                                  |                                  |   |                                    |                                   |                          |
|--|---|--|----------------------------------|----------------------------------|---|------------------------------------|-----------------------------------|--------------------------|
| 1  | Place of work                                   |  |                                  |                                  |   |                                    |                                   |                          |
| 2  | Work order                                      |  |                                  |                                  |   |                                    |                                   |                          |
| 3  | Type of work                                    | <table style="width: 100%; border: none;"> <tr> <td style="border: none;"><input type="checkbox"/> welding</td> <td style="border: none;"><input type="checkbox"/> cutting</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> abrasive cutting</td> <td style="border: none;"><input type="checkbox"/> soldering</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> thawing</td> <td style="border: none;"><input type="checkbox"/></td> </tr> </table>  | <input type="checkbox"/> welding | <input type="checkbox"/> cutting | <input type="checkbox"/> abrasive cutting | <input type="checkbox"/> soldering | <input type="checkbox"/> thawing  | <input type="checkbox"/> |
| <input type="checkbox"/> welding   | <input type="checkbox"/> cutting                |  |                                  |                                  |   |                                    |                                   |                          |
| <input type="checkbox"/> abrasive cutting  | <input type="checkbox"/> soldering              |  |                                  |                                  |   |                                    |                                   |                          |
| <input type="checkbox"/> thawing   | <input type="checkbox"/>                        |  |                                  |                                  |   |                                    |                                   |                          |
| 4  | Safety precautions prior to start of works      | <input type="checkbox"/> notification of Port Authority Fax: .....<br><input type="checkbox"/> removal of packages with dangerous goods within a radius of ..... m<br><input type="checkbox"/> removal of all combustible articles and substances, including dust, within a radius of .... m<br><input type="checkbox"/> also in adjacent spaces<br><input type="checkbox"/> cover of all endangered combustible articles, e.g. wooden beams, wooden bulkheads and floors, plastics articles<br><input type="checkbox"/> sealing of openings, gaps, cracks and other apertures<br><input type="checkbox"/> removal of casings and insulations<br><input type="checkbox"/> removal of explosion hazard in receptacles and pipes<br><input type="checkbox"/> allocation of a fireguard equipped with extinguishing agent<br><input type="checkbox"/> |                                  |                                  |   |                                    |                                   |                          |
| 5  | Fireguard                                       | <input type="checkbox"/> during work name:<br><input type="checkbox"/> after completion of work name:<br>period: .....hrs.   |                                  |                                  |   |                                    |                                   |                          |
| 6  | Alert   | location of nearest fire alarm box:<br><br>fire brigade phone: 112 or 3030-0   |                                  |                                  |   |                                    |                                   |                          |
| 7  | Fire fighting equipment<br>Extinguishing agents | <input type="checkbox"/> fire extinguisher with <input type="checkbox"/> water <input type="checkbox"/> CO <sub>2</sub> <input type="checkbox"/> dry powder<br><input type="checkbox"/> connected fire hose<br><input type="checkbox"/> pail, filled with water<br><input type="checkbox"/> extinguishing blanket<br><input type="checkbox"/> extinguishing sand   |                                  |                                  |   |                                    |                                   |                          |
| 8  | Permit  | Above mentioned safety precautions have to be carried out<br>The provisions of chapter 2.26 of BGR 500 have to be complied with.   |                                  |                                  |   |                                    |                                   |                          |
| <table style="width: 100%; border: none;"> <tr> <td style="width: 33%; border: none;">_____</td> <td style="width: 33%; border: none;">_____</td> <td style="width: 33%; border: none;">_____</td> </tr> <tr> <td style="border: none; text-align: center;">date</td> <td style="border: none; text-align: center;">signature of works superintendent</td> <td style="border: none; text-align: center;">signature of operator</td> </tr> </table> |   |  | _____                            | _____                            | _____                                     | date                               | signature of works superintendent | signature of operator    |
| _____  | _____   | _____  |                                  |                                  |   |                                    |                                   |                          |
| date   | signature of works superintendent               | signature of operator  |                                  |                                  |   |                                    |                                   |                          |

# Annex 8

## PRE-TRANSFER CHECKLIST

Vessel/Road tanker delivering liquids.....Vessel/Road tanker receiving liquids.....  
 (abgebendes Fahrzeug) (übernehmendes Fahrzeug)

Master's / Driver's name.....Master's / Driver's name.....  
 (Name des Fahrzeugführers) (Name des Fahrzeugführers)

Date/Time of transshipment.....Place of transshipment.....  
 (Datum/Uhrzeit der Übergabe) (Ort der Übergabe)

| Agreed quantity to be transhipped (vereinbarte Menge, die übergeben werden soll) |           |                     |             |           |                     |
|--|-----------|---------------------|-------------|-----------|---------------------|
| Grade  | mass      | volume              | Grade       | mass      | volume              |
| Gas oil  | .....tons | .....m <sup>3</sup> | HFO         | .....tons | .....m <sup>3</sup> |
| MDO  | .....tons | .....m <sup>3</sup> | Lub oil     | .....tons | .....m <sup>3</sup> |
| IFO  | .....tons | .....m <sup>3</sup> | Sludge      | .....tons | .....m <sup>3</sup> |
|  |           |                     | Bilge water | .....tons | .....m <sup>3</sup> |

|  |
|--|
| Agreed maximum pumping rate in m <sup>3</sup> per hour (max.Pumprate in m <sup>3</sup> pro Stunde) ..... |
| Agreed maximum line pressure in bar (max Leitungsdruck in bar) .....                                     |

Means of communication and emergency stopping procedure agreed between vessels or vessel and road tanker (pls fill in):  
 (Zwischen den Fahrzeugen vereinbartes Kommunikationsmittel und Notstopverfahren: bitte eintragen)

| Vessel / road tanker delivering liquids<br>(Flüssigkeiten abgebendes Fahrzeug)                          | Vessel / road tanker receiving liquids<br>(Flüssigkeiten übernehmendes Fahrzeug)   |
|---|--|
| Person in charge of supervising transshipment operation<br>(Für die Überwachung verantwortliche Person) | Person in charge of supervising transshipment operation<br>(Für die Überwachung verantwortliche Person)  |
|   | Who measured the contents of the receiving tanks ?<br>(Wer hat den Inhalt der zu befüllenden Tanks gemessen?)  |
|   | Receiving tanks actual free space<br>(Aktueller Freiraum der zu befüllenden Tanks):<br><br>No.....m <sup>3</sup> ..... No.....m <sup>3</sup> .....<br>No.....m <sup>3</sup> ..... No.....m <sup>3</sup> .....<br>No.....m <sup>3</sup> ..... No.....m <sup>3</sup> ..... |

|  | <b>Delivering party</b><br>(abgebendes Fahrzeug) | <b>yes</b><br>ja         | <b>no</b><br>nein        | <b>Receiving party</b><br>(übernehmendes Fahrzeug) | <b>yes</b><br>ja         | <b>no</b><br>nein        |
|--|--|--------------------------|--------------------------|--|--------------------------|--------------------------|
| Are the quantities agreed?<br>(Sind die Mengen vereinbart?)  |  | <input type="checkbox"/> | <input type="checkbox"/> |  | <input type="checkbox"/> | <input type="checkbox"/> |
| Are pumping rates and maximum line pressure agreed?<br>(Sind Pumprate und maximaler Leitungsdruck vereinbart?)   |  | <input type="checkbox"/> | <input type="checkbox"/> |  | <input type="checkbox"/> | <input type="checkbox"/> |
| Are means of communication and stopping procedure agreed?<br>(Sind Kommunikationsmittel und Notstopverfahren vereinbart?)  |  | <input type="checkbox"/> | <input type="checkbox"/> |  | <input type="checkbox"/> | <input type="checkbox"/> |
| Are vessels securely moored?<br>(Sind die Schiffe sicher vertäut?)   |  | <input type="checkbox"/> | <input type="checkbox"/> |  | <input type="checkbox"/> | <input type="checkbox"/> |
| Are transfer hoses in good condition and properly supported?<br>(Sind die Übergabeschläuche in gutem Zustand und richtig gesichert?)   |  | <input type="checkbox"/> | <input type="checkbox"/> |  | <input type="checkbox"/> | <input type="checkbox"/> |
| Are transfer hoses tested? #<br>(Sind die Übergabeschläuche getestet?) #<br># (to be answered by party supplying hoses)<br># (zu beantworten von demjenigen, der die Schläuche zur Verfügung stellt) |  | <input type="checkbox"/> | <input type="checkbox"/> |  | <input type="checkbox"/> | <input type="checkbox"/> |
| Are drip trays positioned?<br>(Sind Leckwannen angebracht?)  |  | <input type="checkbox"/> | <input type="checkbox"/> |  | <input type="checkbox"/> | <input type="checkbox"/> |
| Are scuppers closed?<br>(Sind die Speigatten verschlossen?)  |  | <input type="checkbox"/> | <input type="checkbox"/> |  | <input type="checkbox"/> | <input type="checkbox"/> |
| Are grounding connections positioned?<br>(Sind die Fahrzeuge gegeneinander geerdet?)   |  | <input type="checkbox"/> | <input type="checkbox"/> |  | <input type="checkbox"/> | <input type="checkbox"/> |

| <b>Vessel / road tanker delivering liquids</b><br><b>Flüssigkeiten abgebendes Fahrzeug</b>   | <b>Vessel / road tanker receiving liquids</b><br><b>Flüssigkeiten übernehmendes Fahrzeug</b>  |
|--|---|
| <p>I confirm that I shall not exceed the agreed volumes, pumping rates and line pressures and that my crew will remain on duty close to the hose connection in order to permanently oversee transfer operations and to be able to immediately respond to an emergency throughout the delivery.</p> <p>Ich bestätige, daß ich die vereinbarten Mengen, Pumpraten und Leitungsdrücke nicht überschreiten werde, und daß meine Besatzung die Schlauchverbindung ständig überwachen wird, um in einer Notsituation sofort eingreifen zu können.</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">Master / Chief Engineer / Driver</p> | <p>I confirm that I am able to receive the agreed volumes at the pumping rates and the line pressures agreed, that the persons in charge of the receiving operation will not close any valve to restrict product flow without prior notice to the delivering vessel/road tanker, and that my crew will remain on duty close to the hose connection in order to permanently oversee transfer operations and to be able to immediately respond to an emergency throughout the delivery.</p> <p>Ich bestätige, daß ich in der Lage bin, die vereinbarten Mengen mit der vereinbarten Pumprate und bei dem vereinbarten maximalen Druck zu übernehmen, daß die mit der Übernahme betrauten Personen kein Ventil schließen werden, welches den Durchfluß reduziert, ohne dies rechtzeitig dem übergebenden Fahrzeug anzukündigen, und daß meine Besatzung die Schlauchverbindung ständig überwachen wird, um in einer Notsituation sofort eingreifen zu können.</p> <p style="text-align: center;">-----</p> <p style="text-align: center;">Master / Chief Engineer / Driver</p> |

**Annex 9 (deleted)**

## **Annex 10 (related to § 40 (2))**

### **I. Information to be provided by the master to the terminal**

1. The ship's estimated time of arrival off the port as early as possible. This advice shall be updated as appropriate.
2. At the time of the initial time of arrival advice:
  - a) name, call sign, IMO number, flag, port of registry;
  - b) loading or unloading plan, stating the quantity of cargo, stowage by hatches, loading or unloading order and the quantity to be loaded in each pour or unloaded in each stage of the discharge;
  - c) arrival and proposed departure draughts;
  - d) time required for ballasting or de-ballasting;
  - e) ship's length overall, beam, and length of the cargo area from the forward coaming of the forward-most hatch to the after coaming of the aft-most hatch into which cargo is to be loaded or from which cargo is to be unloaded;
  - f) distance from the waterline to the first hatch to be loaded or unloaded and the distance from the ship's side to the hatch opening;
  - g) location of the ship's accommodation ladder;
  - h) air draught;
  - i) details and capacities of ship's cargo-handling gear, if any;
  - j) number and type of mooring lines;
  - k) specific requests, such as for trimming or continuous measurement of the water content of the cargo;
  - l) details of any necessary repairs which may delay berthing, the commencement of loading or unloading, or may delay the ship sailing on completion of loading or unloading;
  - m) any other information related to the ship requested by the terminal.

### **II. Information to be provided by the terminal to the master**

1. The name of the berth at which loading or unloading will take place and the estimated times for berthing and completion of loading or unloading. Information on estimated times for berthing and departure and on minimum water depth at the berth shall be progressively updated and passed to the master on receipt of successive ETA advice. Information on minimum water depth in approach and departure channels shall be provided by the terminal or the competent authority as appropriate.
2. Characteristics of loading or unloading equipment, including the terminal's nominal loading or unloading rate and the number of loading or unloading heads to be used,

as well as the estimated time required to complete each pour or – in the case of unloading – the estimated time required for each stage of the discharge.

3. Features on the berth or jetty the master may need to be aware of, including the position of fixed and mobile obstructions, fenders, bollards and mooring arrangements.
4. Minimum depth of water alongside the berth and in approach and departure channels. Information on estimated times for berthing and departure and on minimum water depth at the berth shall be progressively updated and passed to the master on receipt of successive ETA advice. Information on minimum water depth in approach and departure channels shall be provided by the terminal or the competent authority as appropriate.
5. Water density at the berth.
6. Maximum distance between the water line and the top of the cargo hatch cover or coamings, whichever is relevant to the loading or unloading operation, and the maximum air draught.
7. Arrangements for gangways and access.
8. Which side of the ship is to be alongside at the berth.
9. Maximum allowable speed of approach to the jetty and availability of tugs, their type and bollard pull.
10. The loading sequence for different parcels of cargo, and any other restrictions if it is not possible to take the cargo in any order or any hold to suit the ship.
11. Any properties of the cargo to be loaded which may present a hazard when placed in contact with cargo or residues on board.
12. Advance information on the proposed loading or unloading operations or changes to existing plans for loading or unloading.
13. If the terminal's loading or unloading equipment is fixed, or has any limits to its movements.
14. Mooring lines required.
15. Warning of unusual mooring arrangements.
16. Any restrictions on ballasting or de-ballasting.
17. Maximum sailing draught permitted by the competent authority.
18. Any other item related to the terminal requested by the master.

## **Annex 11 (related to § 40 (4))**

### **I. Duties of the master prior to and during loading or unloading operations**

Prior to and during loading or unloading operations the master shall ensure that:

1. the loading or unloading of cargo and the discharge or intake of ballast water is under the control of the ship's officer in charge;
2. the disposition of cargo and ballast water is monitored throughout the loading or unloading process to ensure that the ship's structure is not overstressed;
3. the ship shall be kept upright or, if a list is required for operational reasons, it shall be kept as small as possible;
4. she ship remains securely moored, taking due account of local weather conditions and forecasts;
5. sufficient officers and crew are retained on board to attend the adjustment of mooring lines or for any normal or emergency situation, having regard to the need of the crew to have sufficient rest periods to avoid fatigue;
6. the terminal representative is made aware of the cargo trimming requirements, which shall be in accordance with the procedures of the IMO Code of Safe Practice for Solid Bulk Cargoes;
7. the terminal representative is made aware of the requirements for harmonisation between de-ballasting or ballasting and cargo loading or unloading rates for his ship and of any deviation from de-ballasting or ballasting plan or any other matter which may affect cargo loading or unloading;
8. the ballast water is discharged at rates which conform to the agreed loading plan and does not result in flooding of the quay or of adjacent craft. Where it is not practical for the ship to completely discharge its ballast water prior to the trimming stage in the loading process, he agrees with the terminal representative on the times at which loading may need to be suspended and the duration of such suspensions;
9. the is agreement with the terminal representative as to the actions to be taken in the event of rain, or other change in the weather, when the nature of the cargo would pose a hazard in the event of such a change;
10. no hot work is carried out on board or in the vicinity of the ship while the ship is alongside the berth, except with the permission of the terminal representative and in accordance with any requirements of the competent authority;
11. close supervision of the loading or unloading operation and of the ship during final stages of the loading or unloading;
12. the terminal representative is warned immediately if the loading or unloading process has caused damage, has created a hazardous situation, or is likely to do so;
13. the terminal representative is advised when final trimming of the ship has to commence in order to allow for the conveyor system to run-off;
14. the unloading of the ports side closely matches that of the starboard side in the same hold to avoid twisting the ship's structure;



15. when ballasting one or more holds, account is taken of the possibility of the discharge of flammable vapours from the holds and precautions are taken before any hot work is permitted adjacent to or above these holds.

## **II. Duties of the terminal representative prior to and during loading or unloading operations**

Prior to the start of and during loading or unloading operations the terminal representative shall:

1. provide the master with the names and procedures for contracting the terminal personnel or shipper's agent who will have the responsibility for the loading or unloading operation and with whom the master will have contact.
2. take all precautionary measures to avoid damage to the ship by the loading or unloading equipment and inform the master if damage occurs;
3. ensure the ship is kept upright or, if a list is required for operational reasons, it shall be kept as small as possible;
4. ensure the unloading of the port side closely matches that of the starboard side of the same hold to avoid twisting the ship;
5. in the case of high density cargoes, or when the individual grab loads are large, alert the master that there may be high, localised impact loads on the ship's structure until the tank top is completely covered by cargo, especially when high free-fall drops are permitted and special care is taken at the start of the loading operation in each cargo hold;
6. ensure that there is agreement between the master and the terminal representative at all stages and in relation to all aspects of the loading or unloading operations and that the master is advised on any change to the agreed loading rate, and at the completion of each pour of the weight loaded;
7. maintain a record of the weight and disposition of the cargo loaded or unloaded and ensure that the weights in the holds do not deviate from the agreed loading or unloading plan;
8. ensure that the cargo is trimmed, when loading or unloading, to the master's requirements;
9. ensure that the quantities of cargo required to achieve the departure draught and trim shall allow for all cargo on the terminal's conveyor system to be run off and empty on completion of a loading. For that purpose the terminal representative shall advise the master of the nominal tonnage contained on the terminal's conveyor system and any requirements for clearing the conveyor system on completion of the loading;
10. in the case of unloading, give the master the maximum warning when it is intended to increase, or to reduce, the number of unloading heads and advise the master when unloading is considered to be completed from each hold;
11. ensure that no hot work is carried out on board or in the vicinity of the ship while the ship is alongside the berth, except with the permission of the master and in accordance with any requirements of the competent authority.

## **Annex 12 (related to § 40a and § 40b)**

### **I. Criteria for the operational suitability of bulk carriers for loading and unloading solid bulk cargoes**

1. Bulk carriers shall be provided with cargo holds and hatch openings of sufficient size and such a design to enable the solid bulk cargo to be loaded, stowed, trimmed and unloaded satisfactorily.
2. They shall be provided with the cargo hold identification numbers as used in the loading or unloading plan. The location, size and colour of these numbers shall be clearly visible to and identifiable by the operator of the terminal loading or unloading equipment.
3. Their cargo hatches, hatch opening systems and safety devices shall be in good functional order and used only for their intended purpose.
4. List indicating lights, if fitted, shall be tested prior to loading or unloading and proved to be operational.
5. If required to have an approved loading instrument on board, this instrument shall be certified and operational to carry out stress calculations during loading or unloading.
6. Propulsion and auxiliary machinery shall be in good functional order.
7. Deck equipment related to mooring and berthing operations shall be operable and in good order and condition.

### **II. Criteria for the suitability of terminals for loading and unloading solid bulk cargoes**

1. Terminals shall only accept bulk carriers for loading or unloading solid bulk cargoes at their terminal that can safely berth alongside the loading or unloading installation, taking into consideration water depth at the berth, maximum size of the ship, mooring arrangements, fendering, safe access and possible obstructions to loading or unloading operations.
2. Terminal loading and unloading equipment shall be properly certified and maintained in good order, in compliance with the relevant regulations and standards, and only operated by duly qualified and, if appropriate, certified personnel.
3. Terminal personnel shall be trained in all aspects of safe loading and unloading of bulk carriers commensurate with their responsibilities. The training shall be designed to provide familiarity with the general hazards of loading and unloading of solid bulk cargoes and the adverse effect improper loading and unloading operations may have on the safety of the ship.
4. Terminal personnel involved in the loading and unloading operations shall be provided with and use personnel protective equipment and shall be duly rested to avoid accidents due to fatigue.

## Annex 13

### SHIP/ShORE SAFETY CHECKLIST For Loading or Unloading Dry Bulk Carriers

#### Gemeinsame Sicherheitsprüfliste für Schiff und Umschlagsanlage für das Beladen oder Entladen von Schiffen, die festes Massengut befördern

Date: \_\_\_\_\_  
(Datum)

Port: \_\_\_\_\_ Terminal/Quay: \_\_\_\_\_  
(Hafen) (Umschlagsanlage/Kai)

Available depth of water in berth: \_\_\_\_\_ Minimum air draught\*: \_\_\_\_\_  
(Wassertiefe am Liegeplatz) (Höchstzulässige Überwasserhöhe)

Ship's name: \_\_\_\_\_  
(Schiffsname)

Arrival draught (read/calculated): \_\_\_\_\_ Air draught: \_\_\_\_\_  
(Ankunftstiefgang abgelesen/berechnet) (Überwasserhöhe)

Calculated departure draught: \_\_\_\_\_ Air draught: \_\_\_\_\_  
(Berechneter Abgangstiefgang) (Überwasserhöhe)

The Master and terminal manager, or their representatives, should complete the checklist jointly. Advice on points to be considered is given in the accompanying guidelines. The safety of operations requires that all questions should be answered affirmatively and the boxes ticked. If this is not possible, the reason should be given, and agreement reached upon precautions to be taken between ship and terminal. If a question is considered to be not applicable write „N/A“, explaining why appropriate.

Der Kapitän und der Vertreter der Umschlagsanlage beziehungsweise in deren Namen handelnde Bevollmächtigte haben diese Prüfliste gemeinsam auszufüllen. In den Begleitrichtlinien werden Hinweise gegeben, welche Punkte zu berücksichtigen sind. Aus Gründen einer sicheren Betriebsabwicklung ist es erforderlich, dass keine Frage übergangen wird und in die Kästchen ein Beantwortungszeichen gesetzt wird. Ist dies nicht möglich, so ist der Grund dafür anzugeben; in diesem Fall haben der Kapitän und der Verantwortliche der Umschlagsanlage eine Vereinbarung über die zu treffenden Vorsichtsmaßnahmen zu schließen. Wird eine Frage als nicht zutreffend erachtet, so ist „N/A“ einzusetzen und im Normalfall der Grund dafür anzugeben.

---

\* The term „air draught“ should be construed carefully: if the ship is in a river or an estuary, it usually refers to maximum mast height for passing under bridges, while on the berth it usually refers to the height available or required under the loader or unloader.

Bei Verwendung des Begriffs „Überwasserhöhe“ ist Vorsicht angebracht: Befindet sich ein Schiff auf einem Flusslauf oder im Mündungstrichter eines Flusses, so wird mit dem Begriff üblicherweise die maximal zulässige Masthöhe für die Durchfahrt unter Brücken bezeichnet, während er sich bei Gebrauch im Zusammenhang mit dem Aufenthalt eines Schiffes am Liegeplatz üblicherweise auf die Höhe bezieht, die unter dem Lade- beziehungsweise Löschgerät zur Verfügung steht oder benötigt wird.

|     |   | Ship/Schiff              | Terminal                 |
|-----|---|--------------------------|--------------------------|
| 1.  | Is the depth of water at the berth, and the air draught, adequate for the cargo operation?<br>Sind die Wassertiefe und die Überwasserhöhe am Liegeplatz für den geplanten Ladungsumschlag ausreichend?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 2.  | Are mooring arrangements adequate for all local effects of tide, current, weather, traffic and craft alongside?<br>Sind die Festmacheinrichtungen von ausreichender Festigkeit für alle zu erwartenden Auswirkungen von Gezeiten, Strömungen, Wetter, passierenden und längsseits liegenden Fahrzeugen?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.  | In emergency, is the ship able to leave the berth at any time?<br>Ist das Schiff in der Lage, bei Eintritt einer Notsituation seinen Liegeplatz jederzeit zu verlassen?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.  | Is there safe access between the ship and the wharf?<br>Gibst es eine sicher zu begehende Verbindung zwischen Schiff und Kai?<br><i>Tended by / bedient von</i> _____ <i>ship / Terminal</i><br>cross out the appropriate/Nichtzutreffendes streichen   | <input type="checkbox"/> | <input type="checkbox"/> |
| 5.  | Is the agreed ship/terminal communications system operative?<br>Ist das vereinbarte System der sprachlichen Verständigung zwischen Schiff und Umschlagsanlage funktionsfähig?<br><i>Communication method / Verfahren</i> _____<br><i>Language / Sprache</i> _____<br><i>Radio channels / Funksprechwege</i> _____<br><i>Phone numbers / Telephonnummern</i> _____   | <input type="checkbox"/> | <input type="checkbox"/> |
| 6.  | Are the liaison contact persons during operation positively identified?<br>Sind die Kontaktpersonen, die während des Umschlagsvorgangs miteinander Verbindung halten sollen, namentlich bekannt?<br><i>Ship contact persons / Kontaktpersonen Schiff</i> _____<br><i>Shore contact persons / Kontaktpersonen Land</i> _____<br><i>Location / Kontaktaufnahmeort</i> _____   | <input type="checkbox"/> | <input type="checkbox"/> |
| 7.  | Are adequate crew on board, and adequate staff in the terminal, for emergency?<br>Stehen bei einem Notfall genügend Personen an Bord und an der Umschlagsanlage bereit?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 8.  | Have any bunkering operations been advised and agreed?<br>Ist angekündigt worden, dass das Schiff Bunkervorräte übernehmen will, und ist darüber Einvernehmen erzielt worden?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 9.  | Have any intended repairs to wharf or ship whilst alongside been advised and agreed?<br>Sind geplante Reparaturarbeiten an Kai oder Schiff während dessen Liegezeit angekündigt worden und ist darüber Einvernehmen erzielt worden?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. | Has a procedure for reporting and recording damage from cargo operation been agreed?<br>Ist ein Verfahren für die Meldung und Registrierung von Schäden vereinbart, zu denen es bei den Umschlagsarbeiten kommen könnte?  | <input type="checkbox"/> | <input type="checkbox"/> |
| 11. | Has the ship been provided with copies of port and terminal regulations, including safety and pollution requirements and details of emergency services?<br>Sind dem Kapitän des Schiffes die für den Hafen und die Umschlagsanlage geltenden Vorschriften ausgehändigt worden, insbesondere die Sicherheits- und Umweltschutzvorschriften sowie detaillierte Angaben über Notdienste?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. | Has the shipper provided the Master with the properties of the cargo in accordance with the requirements of chapter VI SOLAS?<br>Hat der Verloader dem Kapitän nach Maßgabe von SOLAS Kapitel VI alle Angaben zu den Eigenschaften der Ladung zur Verfügung gestellt?   | <input type="checkbox"/> | <input type="checkbox"/> |
| 13. | Is the atmosphere safe in holds and enclosed spaces to which access may be required, have fumigated cargoes been identified, and has the need for monitoring of atmosphere been agreed by ship and terminal?<br>Ist die Atmosphäre in Laderäumen und sonstigen geschlossenen Räumen, die möglicherweise betreten werden müssen, ungefährlich, sind begaste Güter als solche bekannt, und besteht eine Vereinbarung zwischen Schiff und Umschlagsanlage über die erforderliche Überwachung der Atmosphäre? | <input type="checkbox"/> | <input type="checkbox"/> |

|     |   | Ship/Schiff              | Terminal                 |
|-----|---|--------------------------|--------------------------|
| 14. | <p>Have the cargo handling capacity and any limits of travel for each loader/unloader been passed to the ship/terminal?<br/>Sind Umschlagskapazität und Arbeitsbereich jedes Umschlagsgeräts dem Schiff/der Umschlagsanlage übermittelt worden?</p> <p><i>Loader / Umschlagsgerät</i> _____</p> <p><i>Loader / Umschlagsgerät</i> _____</p> <p><i>Loader / Umschlagsgerät</i> _____</p>   | <input type="checkbox"/> | <input type="checkbox"/> |
| 15. | <p>Has a cargo loading or unloading plan been calculated for all stages of loading/deballasting or unloading/ballasting?<br/>Ist ein Lade bzw. Löschplan für alle Phasen des Ladens/der Ballastabgabe bzw. des Löschens/der Ballastaufnahme berechnet worden?</p> <p><i>Copy lodged with / Ausfertigung hinterlegt bei:</i> _____</p>   | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. | <p>Have the holds to be worked been clearly identified in the loading or unloading plan, showing the sequence of work, and the grade of tonnage of cargo to be transferred each time the hold is worked?<br/>Sind die Laderäume, wo Umschlagsarbeiten stattfinden im Lade- bzw. Löschplan deutlich bezeichnet, und werden dort die Reihenfolge, in der gearbeitet wird, sowie Art und Gewicht der Ladung genannt, die pro Arbeitsgang im Laderaum umgeschlagen werden soll?</p>                     | <input type="checkbox"/> | <input type="checkbox"/> |
| 17. | <p>Has the need for trimming of cargo in the holds been discussed, and the method and extent been agreed?<br/>Ist die Notwendigkeit des Trimmens der Ladung in den Laderäumen erörtert worden, und ist eine Vereinbarung über Methode und Umfang des Trimmens erzielt worden?</p>   | <input type="checkbox"/> | <input type="checkbox"/> |
| 18. | <p>Do both ship and terminal understand and accept that if the ballast programme becomes out of step with the cargo operation, it will be necessary to suspend cargo operation until the ballast operation has caught up?<br/>Wird von seiten des Schiffes und der Umschlagsanlage verstanden und akzeptiert, dass es bei nicht ausreichendem Gleichlauf zwischen Ballastoperation und Ladungsumschlag erforderlich ist, den Umschlag so lange einzustellen bis wieder Gleichlauf erreicht ist?</p> | <input type="checkbox"/> | <input type="checkbox"/> |
| 19. | <p>Have the intended procedures for removing cargo residues lodged in the holds while unloading been explained to the ship and accepted?<br/>Sind die Verfahren, die für das Entfernen von Ladungsrückständen vorgesehen sind, welche sich während des Entladens in den Laderäumen festgesetzt haben, gegenüber der Schiffsseite erläutert und akzeptiert worden?</p>   | <input type="checkbox"/> | <input type="checkbox"/> |
| 20. | <p>Have the procedures to adjust the final trim of the loading ship been decided and agreed?<br/>Ist bezüglich des Verfahrens zum Trimmen des Schiffes in der Schlussphase des Ladens eine einvernehmliche Entscheidung getroffen worden?</p> <p><i>Tonnage held by the terminal conveyor system / Masse der im Umschlagsystem der Anlage befindlichen Ladung:</i></p> <p>_____</p>   | <input type="checkbox"/> | <input type="checkbox"/> |
| 21. | <p>Has the terminal been advised of the time required for the ship to prepare for sea, on completion of cargo work?<br/>Ist die Umschlagsanlage über den Zeitbedarf für das Seeklarmachen nach Beendigung der Umschlagsarbeiten unterrichtet?</p>   | <input type="checkbox"/> | <input type="checkbox"/> |

The above has been agreed / Die obige Vereinbarung wird durch nachstehende Unterschriften bestätigt:

Time: \_\_\_\_\_  
Uhrzeit

Date: \_\_\_\_\_  
Datum:

For Ship: \_\_\_\_\_  
Für das Schiff

For Terminal: \_\_\_\_\_  
Für die Umschlagsanlage

Rank: \_\_\_\_\_  
Bordstellung

Position/Title: \_\_\_\_\_  
Funktion/Titel