

Port Information Guide Cuxhaven

Niedersachsen Ports GmbH & Co. KG
Hindenburgstraße 26 - 30, 26122 Oldenburg

- „NPports“ –

(NP-PIG CUX)

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GENERAL INTRODUCTION

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

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WEBSITE OF THE PORT

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WEBSITE OF THIS DOCUMENT

www.nports.de/Häfen/Cuxhaven

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Record of corrections

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1. FOREWORD HARBOUR MASTER

1.1. General

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

Cuxhaven is located at an important maritime traffic intersection between the North Sea and the Baltic Sea at the Elbe River mouth.

Even before the first modern harbour construction project in 1806, Cuxhaven held a key role in the maritime trade in Germany for centuries. Over the following decades, Cuxhaven played a vital role as navy port, emigration hub for German emigrants to America and serves as major fishing port until today. Over the years, the port area expanded constantly, shifting away from the city centre towards the Elbe River, where cargo is handled with modern equipment on a total quay length of 10 kilometres.

Cuxhaven is a well-established multipurpose cargo and logistics hub and connects the UK and Helgoland via regular ferry services with the European continent.

I herewith thank all the other organizations like the Federal Waterway Administration, the Water police, the Pilot Association, and others responsible for safe and easy conduct of the shipping, for keeping up the high existing standards.

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

1.2. Port report

The German-offshore-industry-center-Cuxhaven established Cuxhaven as a major location for the offshore wind industry, a market with high growth and development potential. In 2020 the planning approval procedure for future berths 5, 6 and 7 were approved by the state of lower saxony. This construction project will add 1000 meters of additional quay length on the river Elbe, increasing the cargo handling capacity of the port.

All these developments must match with the safe and environmentally friendly performance of the existing port.

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

1.3. Port performance

In 2019 the port of Cuxhaven handled 3.7 million tonnes of cargo. The main trading goods were Ro-Ro cargo, offshore construction segments and construction material. Furthermore, fishing products, steel products, containers and various other general cargo items were handled and 470.000 passengers counted.

2. CONTACT INFORMATION AND REGULATIONS

2.1. General

Niedersachsen Ports GmbH & Co. KG
Niederlassung Cuxhaven
Am Schleusenpriel 2
27472 Cuxhaven
Germany

2.2. Contact information

Port Office:

VHF: Channel 69 (Call Cuxhaven Port)
Telephone: +49 4721 500 150
E-Mail: hafenmeisterei-cuxhaven@nports.de

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

Harbour Master:

Telephone: +49 4721 500 151
E-Mail: c.lehmann@nports.de

The Harbour Master is responsible for the safety of traffic and navigation in the harbour area, can grant exemptions from specific regulations and can give permission for special activities, e.g. repairs. The Harbour Master also enforces the port byelaws and other regulations.

2.3. Rules and regulations

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

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

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

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

2.4. Exemptions and permits

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

The Port Authority can give permission for Hot Works.

2.5. Recent important amendments to law

No recent amendments existing.

3. ARRIVAL AND DEPARTURE CHECKLISTS

3.1. General

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

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

For further information see chapters 4 and 6.

3.2. Arrival checklists

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

3.3. Departure checklists

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

4. NOTIFICATIONS

4.1. General

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

4.2. Health

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

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

Contact:

Gesundheitsamt Landkreis Cuxhaven
Hafenärztlicher Dienst (Port Health Authority)
Vincent-Lübeck-Straße 2
27474 Cuxhaven

Phone: +49 4721 66-2101

Fax: +49 4721 66-270989

E-Mail: port-health-authority@landkreis-cuxhaven.de

4.3. Immigration

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

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

On arrival following documents must be available:

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

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

Contact:

Zollamt Cuxhaven (German Customs)

Woltmanstraße 1
27472 Cuxhaven

Telefon: +49 4721 6655-0

Fax: +49 4721 6655-222

E-Mail: poststelle.za-cuxhaven@zoll.bund.de

4.4. Customs

See chapter 4.3

4.5. ETA

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

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

The message (via "National Single Window") may be sent directly or via agent to the Cuxhaven Port Authority.

4.6. ETD

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

Pilots must be notified at least three hours before departure.

4.7. Security

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

4.8. Dangerous goods

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

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

4.9. Waste

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

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

Waste disposal is handled by the companies stated in the ship waste management plan (SABP). The SABP also includes details of whom to contact in the event of problems with waste disposal and discharge. The SABP can be found online: www.nports.de/en/ports/cuxhaven/ (Downloads).

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

4.10. IOPP

Certification of the existence of a current IOPP-Certificate.

5. DOCUMENTATION

5.1. General

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

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

5.2. Required documentation to be available at all times

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

All certificates and documents issued under:

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

For general- and bulk-cargo vessels:

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

For documentation regarding Customs operations, see chapter 4.3.

6. REPORTING

6.1. General

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

Ship data and details:

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

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

Freed of the aforementioned reporting obligation are:

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

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

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

Report to:

Port Office Cuxhaven
Am Schleusenpriel 2
27472 Cuxhaven

VHF: Channel 69 (call Cuxhaven Port)
Tel: +49 47 21 500 – 150
Fax: +49 47 21 500 – 250
E-Mail: hafenmeisterei-cuxhaven@nports.de

6.2. Issues to be reported

Apart from temporary testing immediately before leaving the port, the moored ship's main engine and manoeuvre aids are only to be activated after permission given by the Port Authority.

The vessel master is obliged to report every issue and event that might pose as a disturbance to port operations and port traffic to the Port Authority and/or the Water Police.

Especially following issues are to be reported:

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

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

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

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

7. PORT DESCRIPTIONS

7.1. General

The Port of Cuxhaven is located right at the mouth of the river Elbe. It is one of the biggest multipurpose ports in Germany and is equipped to handle almost any type of cargo. The port activities also include handling of excursion boats and equipping off-shore supply vessels.

7.2. Developments

Berth 4 has started operation in 2018, offering 8.5 hectare additional cargo handling area along the Elbe River.

In 2020 the planning approval procedure for future berths 5, 6 and 7 was accepted by the state of lower saxony. This construction project will provide 1 km of additional berth length to the port of Cuxhaven in the future and close the gap between the berths 4 and 8.

7.3. Port location

Latitude: 053° 51' 36" N
Longitude: 008° 43' 04" E
Country Code: DE
UN Location Code: DECUX
Location Description: Situated at the southern bank right at river Elbe mouth

7.4. Port limits

This subparagraph describes the respective water depths during the approach and alongside berth. Vessels on the river Elbe can have a maximum draught of 15.10 m inbound and 13.80 m outbound. Vessels exceeding a draught of 12.80 m are restricted by the tide.

NORWEGEN PIER

Water depth: 4.0 m LAT
Average tide: 2.94 m
UKC: 1 m

LÜBBERTKAI

Water depth: 8.1 m LAT
Average tide: 2.94 m
UKC: 1 m

HELGOLÄNDER KAI

Water depth: 8.1 m LAT
Average tide: 2.94 m
UKC: 1 m

HAFENKAJE

Water depth: 4.1 m LAT
Average tide: 2.94 m
UKC: 1 m

SCHLEUSENSCHRÄGE

Water depth: 9.7 m LAT
Average tide: 0 m
UKC: 1 m
Sea lock sill depth: 8.60 m

NIEDERSACHSENKAI

Water depth: 9.7 m LAT
Average tide: 0 m
UKC: 1 m
Sea lock sill depth: 8.60 m

HANSAKAI

Water depth: 9.7 m LAT
Average tide: 0 m
UKC: 1 m
Sea lock sill depth: 8.60 m

KÜHLHAUSPIER

Water depth: 9.4 m LAT
Average tide: 0 m
UKC: 1 m
Sea lock sill depth: 8.60 m

LENTZKAI

Water depth: 6.6 m LAT
Average tide: 2.94 m
UKC: 1 m

NEUER LENTZKAI

Water depth: 6.6 m LAT
Average tide: 2.94 m
UKC: 1 m

IMPERATORUFER

Water depth: 6.1 m LAT
Average tide: 2.94 m
UKC: 1 m

STEUBENHÖFT

Water depth: 12.6 m LAT
Average tide: 2.94 m
UKC: 1 m

SEEBÄDERBRÜCKE

Water depth: 12.6 m LAT
Average tide: 2.94 m
UKC: 1 m

BERTH 8

Water depth: 7.4 m LAT
Average tide: 2.94 m
UKC: 1 m

BERTH 8 DOCK

Water depth: 7.4 m LAT
Average tide: 2.94 m
UKC: 1 m

BERTH 9.1

Water depth: 7.4 m LAT
Average tide: 2.94 m
UKC: 1 m

BERTH 9.2

Water depth: 10.6 m LAT
Average tide: 2.94 m
UKC: 1 m

BERTH 9.3

Water depth: 10.6 m LAT
Average tide: 2.94 m
UKC: 1 m

BERTH 9.4

Water depth: 10.6 m LAT
Average tide: 2.94 m
UKC: 1 m

7.5. Load lines

North Atlantic Winter Seasonal Zone II
Winter: November 1 to March 31,
Summer: April 1 to October 31
Water density: 1025 gram/litre

7.6. Maximum size vessels

This subparagraph gives details about LOA and draught and sea lock depth.

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

- Draught inbound: 12.80 m irrespective of tide
15.10 m depending on tide
- Draught outbound: 12.80 m irrespective of tide
13.80 m depending on tide
- LOA: 400 m
- Beam: 60 m

NORWEGENPIER

Max. LOA: 122 m

LÜBBERTKAI

Max. LOA: 297 m

HELGOLÄNDER KAI

Max. LOA: 185 m

HAFENKAJE

Max. LOA: 250 m

SCHLEUSENSCHRÄGE

Max. LOA: 111 m

Max. Beam: 23 m (sea lock measurements)

NIEDERSACHSENKAI

Max LOA: 1000 m

Max. Beam: 23 m (sea lock measurements)

HANSAKAI

Max LOA: 1226 m

Max. Beam: 23 m (sea lock measurements)

KÜHLHAUSPIER

Max LOA: 179 m

Max. Beam: 23 m (sea lock measurements)

LENTZKAI

Max. LOA: 257 m

NEUER LENTZKAI

Max. LOA: 180 m

IMPERATORUFER

Max. LOA: 200 m

STEUBENHÖFT

Max. LOA: 238 m

SEEBÄDERBRÜCKE

Max. LOA: 283 m

BERTH 8

Max. LOA: 160 m

BERTH 8 DOCK

Max. LOA: 216 m
Max. Beam: 40 m

BERTH 9.1

Max. LOA: 142 m

BERTH 9.2

Max. LOA: 216 m

BERTH 9.3

Max. LOA: 115 m

BERTH 9.4

Max. LOA: 304 m

SEA LOCK MEASUREMENTS

2 lock chambers, the outer chamber is 88.46 m long and the inner chamber is 94.28 m long.

Both chambers have a width of 24,6 m and a maintained depth of 8,60m.

Outer sill depth: 7.40 m LAT (NN + 2.00 m)

Inner sill depth: 6.00 m LAT (NN + 2.00 m)

Working hours 24 a day, 365 days a year.

7.7. Time zone

GMT +1 hr

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

7.8. Local holidays

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

7.9. Working hours

24 hrs/day possible.

7.10. Traffic

International shipping lines passing Cuxhaven on their way to the port of Hamburg. Cuxhaven is connected to the inland waterway network via the river Elbe. Cuxhaven is also connected to the railway and highway network of Germany.

7.11. Cargo

Main types of cargo include Ro-Ro cargo, project cargo, construction material, offshore supply material and fishing products. Almost any commodity can be handled in Cuxhaven.

The port of Cuxhaven can handle any kind of dangerous cargo.

7.12. Charts and books

- Int. 1045, D 50: Terschelling to Esbjerg
- Int. 1413, D 87: Borkum to Neuwerk and Helgoland
- Int. 1410, D 2910: Mariners' Routeing Guide German Bight
- Int. 1452, D 44: Entrance to River Elbe
- Int. 1453, D 46: River Elbe, Belum to Krautsand

Additional information can be found in the following publications issued by the German Federal Maritime and Hydrographic Agency (BSH):

Nordseehandbuch, südöstlicher Teil -BSH No. 20061 (German)
VTS Guide Germany BSH No. 2011 (English)

7.13. Shipping announcements for the port area

www.elwis.de (German only)

7.14. Pilot stations

Pilot Station Cuxhaven
Albert-Ballin-Platz 1
27472 Cuxhaven

Telephone: +49 4721-36062
Telefax: +49 4721-52608
Mail: LBE-cuxhaven@elbe-pilot.de
VHF: Channel 74

See chapter 11.3 for further information.

7.15. Port infrastructure

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

NORWEGEN PIER

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible.

LÜBBERTKAI

Fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible
13,000 m² storage area for bulk goods available.

HELGOLÄNDER KAI

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible
Storage tanks for various chemicals or food products.

HAFENKAJE

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible.

SCHLEUSENSCHRÄGE

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible

NIEDERSACHSENKAI

Electricity, illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible.

HANSAKAI

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible.

KÜHLHAUSPIER

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible.

LENTZKAI

Fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible.

NEUER LENTZKAI

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible
11,900m² storage area available for bulk goods available.

IMPERATORUFER

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible.

STEUBENHÖFT

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible.

SEEBÄDERBRÜCKE

Illumination and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible.

BERTH 8

Electricity and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible
64,294m² paved cargo handling area available. Jack-up vessels can safely elevate themselves alongside the pier to conduct heavy lift operations.

BERTH 8 DOCK

Electricity and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible
Rail mounted gantry crane with an SWL of 500t installed over the dock.

BERTH 9

Electricity and fresh water can be supplied.
Sewage discharge, Waste disposal, bunkering possible
180,980m² paved cargo handling area available
Mobile port cranes available
Heavy load platform (90t/m²) 1600m² next to the berth.
Jack-up vessels can safely elevate themselves alongside the pier to conduct heavy lift operations.

7.16. Port accommodation and berths

All berths in Cuxhaven are solid quay berths.

NORWEGEN PIER

Berths: 2

Length: 122m

Type of bottom: Mud / Silt

LÜBBERTKAI

Berth number depends on ship size.

Length: 297m

Type of bottom: Mud/ Silt

HELGOLÄNDER KAI

Berths: 1

Length: 185m

Type of bottom: Mud/ Silt

HAFENKAJE

Berth number depends on ship size.

Length: 250m

Type of bottom: Mud/ Silt

SCHLEUSENSCHRÄGE

Berths: 1

Length: 111m

Type of bottom: Mud/ Silt

The berth is subject to sea lock sill depth restrictions.

NIEDERSACHSENKAI

Berth number depends on ship size.

Length: 1000m

Type of bottom: Mud/ Silt

The berth is subject to sea lock sill depth restrictions.

This berth is mainly used for offshore supply vessels and fishing vessels.

HANSAKAI

Berth number depends on ship size.

Length: 1227m

Type of bottom: Mud/ Silt

The berth is subject to sea lock sill depth restrictions.

This berth is mainly used for offshore supply vessels and fishing vessels.

KÜHLHAUSPIER

Berths: 1

Length: 179m

Type of bottom: Mud/ Silt

The berth is subject to sea lock sill depth restrictions.

LENTZKAI

Berths: 1

Length: 257m

Type of bottom: Mud/ Silt

NEUER LENTZKAI

Berths: 1

Length: 180m

Type of bottom: Mud/ Silt

IMPERATORUFER

Berths: 1

Length: 200m

Type of bottom: Mud/ Silt

A dry dock is moored at this berth, not complete length available.

STEUBENHÖFT

Berths: 1

Length: 386m

Type of bottom: Mud/ Silt

Subject to tidal forces

Eastern part (260m) used as emergency quay.

SEEBÄDERBRÜCKE

Berths: 2

Length: 283 m

Type of bottom: Mud/ Silt

Subject to tidal forces

Used as emergency quay

BERTH 8

Berths: 2

Length: 160m + 216m

Type of bottom: Mud/ Silt

Subject to tidal forces.

BERTH 9
Berths: 5
Length: 413m + 304m
Type of bottom: Mud/ Silt
Subject to tidal forces.

7.17. Weather and tidal information

Prevailing wind direction southwest by west.
River Elbe is normally ice free; ice drift occurs under extreme frost (minus 10°C to 15°C). The mean tidal range is 2.94 m.
Mean High Water: + 3.53 m chart zero (LAT)
Mean Low Water: + 0.59 m chart zero (LAT)

8. PORT DESCRIPTIONS

8.1. General

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

8.2. Speed

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

8.3. Under Keel Clearance (UKC)

As per request by Port Authority the UKC is set to 1 meter. No loading/unloading operations are allowed against the tide, if the UKC threatens to fall below 1 meter. For further information see chapter 7.

8.4. Right of way

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

8.5. Spacing of vessels

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

8.6. Passing arrangements

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

8.7. Restrictions

Tidal restrictions:

Ships calling the port of Cuxhaven are restricted by the tide, if their draught exceeds 12.80m.

Fog restrictions:

Tankers with a gross tonnage over 500 GT are prohibited to navigate on the River Elbe, if the visibility is below 1000 m. Below 500m visibility, all tankers are prohibited to navigate on the River Elbe.

8.8. Inward bound vessels

See chapter 4.5.

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

For vessels awaiting berth, the following roads are available:

- 1) Outer-Elbe-Roads
- 2) Neuwerk Roads
- 3) Medem Roads
- 4) Neufeld Roads

8.9. Outward bound vessels

See chapter 4.6.

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

8.10. Shifting vessels

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

8.11. Docking

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

8.12. Display of signals and lights

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

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

9. PORT DESCRIPTIONS

9.1. General

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

9.2. Emergency contacts

Fire Brigade:

Berufsfeuerwehr Cuxhaven
Schulstraße 3
27472 Cuxhaven

Emergency Phone: 112
Telephone: +49 4721 700 70 700

Police:

Wasserschutzpolizei Hamburg (WSPR4)
Präsident Herwig-Straße 36
27472 Cuxhaven

Emergency Phone: 110
Telephone: +49 4042 8665-610

Firefighting tugs:

Otto Wulf GmbH
Helgoländer Kai 10
27472 Cuxhaven

E-Mail: info@wulf-tow.de
Telephone: +49 4721 7166-0

German Maritime Search and Rescue Association

DGzRS (Deutsche Gesellschaft zur Rettung Schiffbrüchiger)
Werderstraße 2
28199 Bremen

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

9.3. Emergency response equipment

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

9.4. Emergency coordination centre

Central Command for Maritime Emergencies/Havariekommando:

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

Maritime Rescue Coordination Centre:

Seenotleitung DGzRS (MRCC) Bremen
VHF: Channel 16
Telephone: +49 421-536 870
Telefax: +49 421- 536 8714
E-Mail: info@seenotretter.de

9.5. Emergency scenarios

The city and the district of Cuxhaven have issued contingency- and emergency plans for various scenarios in the port area.

10. PORT DESCRIPTIONS

10.1. General

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

10.2. Present ISPS security level information



Present Level: 1

10.3. Reporting to port facilities

Designated Authority is the Niedersachsen Ports GmbH headquarter Oldenburg.

Niedersächsisches Ministerium für Wirtschaft, Arbeit, Verkehr und Digitalisierung
Hafenbehörde c/o Niedersachsen Ports GmbH & Co. KG
Zentrale
Hindenburgstr. 26-30
26122 Oldenburg
Telephone: +49 511-120 5760
Telefax: +49 441-350 20 999
E-mail: portsecurity@mw.niedersachsen.de

Port Authority for Cuxhaven:

Niedersachsen Ports GmbH & Co. KG
Niederlassung Cuxhaven
Am Schleusenpriel 2
27472 Cuxhaven
Germany
Telephone: +49 4721 5000
Telefax: +49 4721 5001
E-mail: cuxhaven@nports.de

Port Office Cuxhaven:

VHF: Channel 69
Telephone: +49 4721 500 150
E-Mail: hafenmeisterei-cuxhaven@nports.de

11. PORT DESCRIPTIONS

11.1. General

This chapter provides information regarding all nautical services in the port area.

11.2. Vessel Traffic Service (VTS)

The VTS is controlled by Wasser- und Schifffahrtsamt Cuxhaven (WSA Cuxhaven) through radio station Cuxhaven Elbe Traffic.

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

Reporting Points:

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

Cuxhaven Elbe Traffic

Report when distance to Elbe racon buoy is 5 nm inbound from North Sea and report at buoy 53/54 inbound from river Elbe upstream on VHF Channel 71.

Inbound and outbound vessels must report on VHF channel 71.

A proper lookout must be maintained during passage of VTS area.

11.3. Pilotage

In charge of approach and harbour pilot services:

Lotsenbrüderschaft Elbe
Albert-Ballin-Platz-1
27472 Cuxhaven
Telephone: +49 4721-36062
Telefax: +49 4721-52608
Mail: LBE-cuxhaven@elbe-pilot.de
VHF: Channel 74

Approach and harbour pilots:

The pilots are stationed near the "Elbe" racon buoy in the North Sea. Pilots will board the vessel in the vicinity of buoy "E3".

Pilots must be notified at least 24 hours before arriving at the pilot boarding position.

Pilots for outbound vessels must be notified at least three hours before departure. Pilot order must contain:

1. Name, IMO no., LOA, width, and GRT of the vessel
2. draught

3. Pilot boarding position
4. Day and local time of pilot boarding
5. Position for pilot disembarkation

Table of ships requiring a pilot on the river Elbe and in the port of Cuxhaven:

Area of pilot boarding/ disembarkation	Type of Ship	Overall length in me- ters or	Max. beam in me- ters or	Draught in me- ters
Inbound pilot boarding position to Cuxhaven	All seagoing vessels	≥90	≥13	≥6.50
Inbound: Between Pilot boarding position 2 miles northwest of buoy "E3" Outbound: Buoy "Elbe"	Bulk carrier	≥220	≥32	
	Other seagoing vessels	≥350	≥55	
Buoy 10, if pilot ship is in bad weather posi- tion	All seagoing vessels	≥220	≥28	
Inbound at buoy "E3"	Tankers	All	All	All
Inbound: Between Pilot boarding position 2 miles northwest of buoy "E3" Outbound: Buoy "Elbe"	Tankers	≥150	≥23	

(Source: Elbe Lotsverordnung - Elbe LV)

The vessel traffic in the German Bight and on the River Elbe is monitored by radar, supported and supervised by a maritime Vessel Traffic System. All vessels are required to report to Cuxhaven Port while entering and leaving the port. Radar advice is provided by "Cuxhaven Elbe Traffic" on VHF channel 71, and mandatory if visibility falls below 2000m. In rough weather conditions the pilot will board the ship at Neuwerk anchorage or further inside, or if the light buoys are not in place due to ice condition.

Ships must take on a pilot even if land-based radar advice is provided.

Deep Sea Pilots:

Deep sea pilots can be applied for at the Lotsenbrüderschaft Elbe, Lotsbezirk II
(German Deep Sea Pilot Association, Elbe Branch)
Telephone: +49 4852-8 72 46

Telephone (24h): +49 4852-8 72 95

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

11.4. Tugs

Otto Wulf GmbH
Helgoländer Kai 10
27472 Cuxhaven

E-Mail: info@wulf-tow.de
Telephone: +49 4721 7166-0

Tugs can be ordered via agent, also from the ports of Hamburg and Bremerhaven.

11.5. Mooring

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

CSK Mooring

VHF Channel: 69 (Call: Moewe 9)

DFDS Mooring

Telephone: +49 171 56 22 8739

11.6. Lashing of cargo

Ordering via agent.

12. PORT DESCRIPTIONS

12.1. General

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

12.2. VHF channels for nautical communication

Port Traffic Control	Channel 69
Cuxhaven Elbe Traffic	Channel 71
Elbe Pilot	Channel 74
German Bight Traffic	Channel 80
Cuxhaven Lock	Channel 69

13. PORT DESCRIPTIONS

13.1. General

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

13.2. Loading/Discharging procedures

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

13.3. Cleaning procedures

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

See also chapters 14.3, 14.4.

14. PORT DESCRIPTIONS

14.1. General

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

Not permitted is:

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

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

Permitted:

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

14.2. Lowering boats and rafts

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

14.3. Maintenance and repair

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

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

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

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

14.4. Underwater inspection/cleaning

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

15. PORT INSPECTIONS

15.1. General

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

15.2. Inspections from Port State Control

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

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

BG Verkehr

Dienststelle Schiffssicherheit
Ottenser Hauptstraße 54
22765 Hamburg

Telephone: +49 40 36137-0
24h Emergency Phone: +49 40 36137-100
Telefax: +49 40 36137-204
E-Mail: schiffssicherheit@bg-verkehr.de

Further information on Port State Control can be found on www.parismou.org and www.emsa.eu.

15.3. Inspections from other parties

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

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

16. PORT DESCRIPTIONS

16.1. General

This chapter contains information about available port services.

16.2. Fuel and lubrication oil

All grades of oil available, usually per barge or truck.

In order to prevent oil spills, a Pre-Transfer-Checklist has been introduced. This checklist is provided by the supplier of bunkers and must be completed and signed by both the ship's engineer on duty and the skipper of the bunker barge or driver of the truck before bunker transfer can commence.

16.3. Fresh water

Fresh water can be ordered at all berths. Service can be ordered via agents.

Terminal owners may offer other private freshwater services at their respective berths.

16.4. Stores

Can be ordered via agents. Supply by truck on all berths possible.

16.5. Shore based electricity

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

16.6. Waste

Please check chapter 4.9.

Ordering via agent.

16.7. Repairs

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

16.8. De-ratting

See chapter 4.2 (Notification on Health)
Ordering via agent.

16.9. Surveyors

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

16.10. Shipping agents

Several Shipping Agents are available. This list is not exhaustive.

Agency Cuxhaven GmbH
Melkerweg 54
27478 Cuxhaven
E-Mail: Agency-cuxhaven@t-online.de
Phone: +49 4723 505-444

BREB GmbH & Co. KG
Kapitän-Alexander-Straße 16
27472 Cuxhaven
E-Mail: agency@breb.de
Phone: +49 4721 590 54 60

CSK Cuxhavener Schifffahrtskontor GmbH & Co. KG
Helgoländer Kai 10
27472 Cuxhaven
E-Mail: info@csk-shipping.de
Phone: +49 4721 56000

Peter Hein GmbH
Woltmannstraße 8
27472 Cuxhaven
E-Mail: cd@peterhein.eu
Phone: +49 4721 57130

Sartori und Berger GmbH & Co. KG
Baudirektor-Hahn-Straße 30
27472 Cuxhaven
E-Mail: cuxhaven@sartori-berger.de
Phone: +49 4721 69812-11

16.11. Medical facilities

All medical facilities are available. Supervised for maritime services by:
Gesundheitsamt Landkreis Cuxhaven
Hafenärztlicher Dienst (Port Health Authority)

Vincent-Lübeck-Straße 2
27474 Cuxhaven

Telephone: +49 4721 66-2101
Telefax: +49 4721 66-270989
E-Mail: port-health-authority@landkreis-cuxhaven.de

16.12. Seaman's Mission

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

Deutsche Seemannsmission Cuxhaven
Grüner Weg 25
27472 Cuxhaven
Tel: +49 4721 – 56120
Mobile: +49 160 – 950 75 842
E-Mail: cuxhaven@seemannsmission.org

16.13. Transport

Cuxhaven is linked to the motorway network via A27.
Access to the railway network via Cuxhaven railway station.
Access to the inland waterway network via the river Elbe.
Sea-airport Cuxhaven/Nordholz is located 10km south of Cuxhaven.
Regular Opening hours: Mon-Thu 0700-1600
Fri 0700-1200, other times PPR
Next international Airport:
Bremen Airport, 125 km south of Cuxhaven
Hamburg Airport, 130 km southeast of Cuxhaven