



UCA | UNITED CANAL AGENCY GMBH

Maklerstraße 11 . D-24159 Kiel
E-Mail ucaki@kiel-canal.de
www.kiel-canal.de

Phone +49 (0) 431-3 01 07-0
Fax +49 (0) 431-3 05 33 85

Schleuse . D-25541 Brunsbüttel
E-Mail ucabb@kiel-canal.de
www.kiel-canal.de

Phone +49 (0) 48 52-83 09-0
Fax +49 (0) 48 52-83 09-20

General Information about Kiel-Canal transits - part I

The Kiel-Canal passage can be performed at any time and usually immediately upon vessel's arrival - no convoy-traffic. Transit from lock to lock has to be calculated with approx. 8 hours depending on the traffic situation and including time needed for passing the locks of Kiel-Holtenau and Brunsbüttel.

There are no special documents required for the Kiel-Canal transit. Our waterclerks will board the vessel upon arrival locks for clearance. The Master is requested to present the original International Tonnage Certificate, having a copy of same available and a copy of crewlist for Immigration officers.

Tug-assistance is generally not compulsory, but sometimes ordered by the Master in order to ensure a safe approach - especially in Brunsbüttel due to current/tide in River Elbe.

Vessels transiting in traffic group 6 (vessel's dimensions exceeding a length of 200 metres and/or a breadth of 28 metres resp. 210 metres and/or a breadth of 27 metres) have to accept tug-assistance when approaching Brunsbüttel locks from River Elbe.

SECA:

The Baltic Sea and the North Sea are defined as SOx Emission Control Area (SECA) where vessels trading within shall fulfil at least one of the following conditions w.e.f. 01.01.2015:

- the fuel oil used on board does not exceed 0,1% m/m sulphur content
- an exhaust gas cleaning system applies
- any other technological method is applied

Reporting obligations for eastbound Kiel-Canal transit:

► Pilots

For Elbe pilotage 12 hours prior to arrival at Pilot Station Elbe via Email (eta.elbe@elbe-pilot.de) or phone (+49-4852-87295), whereas email is preferred AND 1 hour prior to arrival boarding point 'Elbe-Racon' to Elbe Pilot on VHF CH 08.

Vessels which have to take the Elbe Pilot at light buoy 'E3': 24 and 12 hours prior to arrival at light buoy 'E3' via email (eta.elbe@elbe-pilot.de) or phone (+49-4852-87295), whereas email is preferred AND 2 hrs prior arrival on VHF CH 08.

► VTS Report

- When approaching German Bight through TSS Terschelling-German Bight' on passing 'Borkumriff' buoy on VHF CH 79 and on passing Buoy 'TG C' on VHF CH 80
- When approaching German Bight through TSS 'German Bight Western Approach' on passing light buoy 'GW B' and 'GW C' and/or from the North on passing latitude 54°20'N on VHF CH 80 to VTS German Bight Traffic

Authorities might charge a fine for non-reporting.

► UCA Brunsbüttel

- ETA Elbepilot ('E3' resp. 'Elbe-Racon') - in order to arrange boarding of pilot without any delays
- arrival draft (freshwater) - same is limited to maximum 9.5 metres for vessels up to a length of 160 metres. If exceeding, please refer to the enclosed draft diagram
- airdraft - same is restricted to 40.0 metres from the waterlevel up to the top of the masts/antennas (to be confirmed in advance if exceeding 37.0 metres)
- cargo details



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General Information about Kiel-Canal transits - part II

Reporting obligations for westbound Kiel-Canal transit:

► Pilots

12 / 2 hours prior to arrival boarding point Kiel-Lighthouse to Kiel Pilot on VHF CH 14 or 16

For your guidance: Vessels requesting pilotage on River Elbe have to order the Elbe Pilot in Kiel-Holtenau locks during the clearance.

► VTS Report

2 hours prior to arrival Kiel-Lighthouse to VTS Kiel Traffic on VHF CH 67 or, if no connection, via VHF CH 68 (Fehmarnbelt Traffic) or latest when contact to one of the VHF-channels is possible.

► UCA Kiel

- ETA Kiel-Lighthouse - in order to arrange boarding of pilot without any delays
- arrival draft (freshwater) - same is limited to maximum 9.5 metres for vessels up to a length of 160 metres. If exceeding, please refer to the enclosed draft diagram
- aircraft - same is restricted to 40.0 metres from the waterlevel up to the top of the masts/antennas (to be confirmed in advance if exceeding 37.0 metres)
- cargo details

Additional reporting obligations for east- or westbound Kiel-Canal transits:

► National Single Window

This obligation concerns vessels which are scheduled to transit Kiel-Canal and neither last port nor next port is in Germany.

Please refer to the following link: https://info.national-single-window.de/doc/broschuere_b2mos_2015_en.pdf

This reporting requires to fill in an excel-data-file which will be provided by UCA upon vessel's request.

► Dangerous or polluting goods

Reporting can be arranged via UCA by a service provider. It has to be made sure that the required report is notified only once for each voyage.

Possibilities to optimize the canal passage:

Vessels with maximum draft close to 6.1, 7.5 or 7.9 metres can improve the traffic flow by avoiding to exceed mentioned drafts (if higher, limitations in meeting other vessels on the way may apply).

Vessels with maximum draft close to 8.5 metres should try to avoid exceeding as otherwise maximum transit speed allowed would be limited from 8.1 knots to 6.5 knots.

Such alterations/trimming should have been completed prior to entering the first canal lock.

Maximum Speed:

Maximum Speed over ground on the Kiel-Canal for vessels, pushing units and towing trains with the dimensions of traffic group 6 or with a draft in excess of 8.5 metres = **12 km/h (6.5 knots)**

Maximum speed for all other vessels, pushing units and towing trains = **15 km/h (8.1 knots)**

Supply of fresh water:

The supply of fresh water is generally only possible at Holtenau locks - during locking. Ship's crew has to supply a hose with international standard c-coupling/connection and to prepare connection with fresh water pipe by own means.



Draft diagram

Overall length of vessel in metres	Extreme breadth of vessel in metres													
	20	21	22	23	24	25	26	27	28	29	30	31	32	32.50
	Maximum draft allowed in decimetres (freshwater)													
160	95	95	95	95	95	95	95	95	94	93	92	91	89	89
163	95	95	95	95	95	95	95	94	93	92	91	90	89	88
166	95	95	95	95	95	95	95	94	93	91	90	89	88	87
169	95	95	95	95	95	95	94	93	92	90	89	88	87	86
172	95	95	95	95	95	94	93	92	91	90	88	87	86	85
175	95	95	95	95	95	94	93	91	90	89	88	86	85	84
178	95	95	95	95	94	93	92	90	89	88	87	85	84	83
181	95	95	95	94	93	92	91	90	88	87	86	85	83	83
184	95	95	95	93	92	91	90	89	87	86	85	84	83	82
187	95	95	94	93	91	90	89	88	86	85	84	83	82	81
190	95	94	93	92	91	89	88	87	86	84	83	82	81	80
193	95	93	92	91	90	89	87	86	85	84	83	81	80	79
196	94	93	91	90	89	88	86	85	84	83	82	80	79	78
199	93	91	90	89	88	87	85	84	83	82	81	79	78	78
202	92	91	90	89	87	86	85	84	82	81	80	79	77	77
205	91	90	89	88	86	85	84	83	82	80	79	78	77	76
208	90	89	88	87	85	84	83	82	81	80	78	77	76	75
210	90	89	87	86	85	84	83	81	80	79	77	76	75	74
214	89	88	86	85	84	83	82	80	79	78	76	75	74	74
217	88	87	85	84	83	82	80	79	78	77	75	74	74	73
220	87	86	84	83	82	81	80	78	77	76	75	74	73	73
223	86	85	84	83	81	80	79	77	76	75	74	73	72	72
226	85	84	83	82	80	79	78	77	75	74	74	73	72	71
229	84	83	82	81	79	78	77	76	74	74	73	72	71	71
232	84	83	81	80	79	77	76	75	74	73	72	72	71	70
235	83	81	80	79	78	76	75	74	73	73	72	71	70	70

Particulars of the Kiel-Canal

Dimensions

Total length	98.7 km
Breadth	► varying between 102.0 and 214.0 m
Depth	11.0 m
Height of bridges above waterlevel	42.0 m

Dimensions of the locks

Length	330.0 m
Breadth	45.0 m
Depth	13.0 m

Dimensions allowed for vessels

Length	235.0 m
Breadth	32.5 m
Draft for vessels up to 160 m length	9.5 m
Draft for vessels of a length exceeding 160 m	► according to draft diagram
Height of masts above waterlevel	40.0 m