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General Information about Kiel-Canal transits - part I

The Kiel-Canal passage can be performed at any time (24/7 - 365 days a year) and usually immediately upon vessel's arrival - no convoy-traffic. Transit from lock to lock has to be calculated with approx. 10 hours depending on the traffic situation and including time needed for passing the locks of Kiel-Holtenau and Brunsbüttel.

Our waterclerks will board the vessel in the inbound lock for clearance. Outbound they will give the Master a call as they usually do not board the vessel in the outbound lock unless otherwise requested or agreed.

Reporting obligations for east- and westbound Kiel-Canal transits:

► National Single Window (NSW)

This obligation applies to vessels with a GT > 500 which are scheduled to transit Kiel-Canal and neither last port nor next port is in Germany.

The reporting requires to fill in an excel-data-file with a unique Transit-ID and voyage number which will be provided by UCA upon vessel's request. The NSW declaration has to be submitted at least 24 hrs prior to arrival.

► Dangerous or polluting goods

Reporting can be arranged via UCA by a service provider.

Reporting obligations for eastbound Kiel-Canal transit:

► Pilots

For Elbe pilotage 12 hours prior to arrival at Pilot Station Elbe via e-mail (eta.elbe@elbe-pilot.de) or phone (+49-4852-87295), whereas e-mail 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 e-mail (eta.elbe@elbe-pilot.de) or phone (+49-4852-87295), whereas e-mail 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 (e-mail ucabb@kiel-canal.de)

- ETA Elbepilot ('E3', 'Elbe-Racon' or Brunsbüttel Roads) - in order to arrange boarding of pilot without any delays

- arrival draft forward and aft (freshwater, density 1.008 - 1.010) - 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 36.99 metres)

- cargo details



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General Information about Kiel-Canal transits - part II

Reporting obligations for westbound Kiel-Canal transit:

► Pilots

12 hours prior to arrival pilot boarding point by e-mail to UCA Kiel (e-mail ucaki@kiel-canal.de)

2 hours prior to arrival pilot boarding point Kiel-Lighthouse to Kiel Pilot on VHF CH 14 or if pilot boarding at Holtenau roads to Holtenau pilot on VHF CH 12.

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 (e-mail ucaki@kiel-canal.de)

- ETA Kiel-Lighthouse or Holtenau Roads - in order to arrange boarding of pilot without any delays

- arrival draft forward and aft (freshwater, density 1.008 - 1.010) - 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 36.99 metres)

- cargo details

Tug assistance:

Tug assistance has to be accepted under following conditions:

► Brunsbüttel lock from River Elbe

- Vessels transiting in traffic group 6 (length > 200 metres and/or breadth > 28 metres respectively length > 210 metres and/or breadth > 27 metres)

- Draft of 8.0 metres or higher at winds of 8 Bft or higher

- Draft of 8.50 metres or higher at winds of 6 Bft or higher

- Vessels with restricted manoeuvring abilities*

► Kiel-Canal transit / escort tug

- Vessels transiting in traffic group 6 (length > 200 metres and/or breadth > 28 metres respectively length > 210 metres and/or breadth > 27 metres) at winds of 6 Bft or higher

- Vessels with restricted manoeuvring abilities* or wind sensitivity

► Kiel-Holtenau lock from Kiel Fjord

- Vessels transiting in traffic group 4 (length > 120 metres and/or breadth > 19 metres respectively length > 140 metres and/or breadth > 17 metres or draft > 6.1 metres) at winds from north easterly to easterly direction of 6 Bft or higher

- Vessels with restricted manoeuvring abilities*

*Restricted manoeuvring abilities = e.g., high minimum speed whilst dead slow ahead, low or limited number of possible main engine starts, compass malfunction or bad characteristics, 1 of 2 steering gear pumps in use only, not fitted with bowthruster or its malfunction, large surface area exposed to wind, fixed pitch propeller.



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General Information about Kiel-Canal transits - part III

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 exceeding mentioned drafts (if higher, limitations in meeting other vessels on the way may apply).

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

Maximum speed:

W.e.f. 01.07.2023 the maximum speed over ground on the Kiel-Canal for vessels, pushing units and towing trains is **12 km/h (6.5 knots)**.

Supply of fresh water:

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

SECA:

The Baltic Sea and the North Sea are defined as SO_x Emission Control Area (SECA). Vessels which are trading within these areas shall fulfil at least one of the following conditions:

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

Use of scrubber:

Discharging of washing water from exhaust gas cleaning systems (scrubbers) is prohibited.

On River Elbe, inside Kiel-Canal and on Kiel Fjord it is

- allowed to use closed circuit scrubbers (systems which store residues on board)
- not allowed to use open loop scrubbers (systems which discharge residues directly into sea)

Tank ventilation:

Tank ventilation is not allowed during Kiel-Canal transit.

Helmsmen:

Boarding of Kiel-Canal helmsmen at first lock - one or two persons, full passage or half way - might be compulsory based on vessel's dimensions. If two persons please prepare one cabin for helmsmen to take rest.

Crew changes:

Crew changes are possible in Kiel-Holtenau locks and Brunsbüttel locks, but preferred to take place in Kiel-Holtenau.

Supply of provisions and stores:

Supply of provisions is possible by local ship chandler and supply of stores by local warehouse in Kiel-Holtenau locks only.

Bunkers:

Supply of bunkers is possible ex installation in Kiel and Brunsbüttel and ex barge on Holtenau roads and Brunsbüttel roads.



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