

Port Information Guide

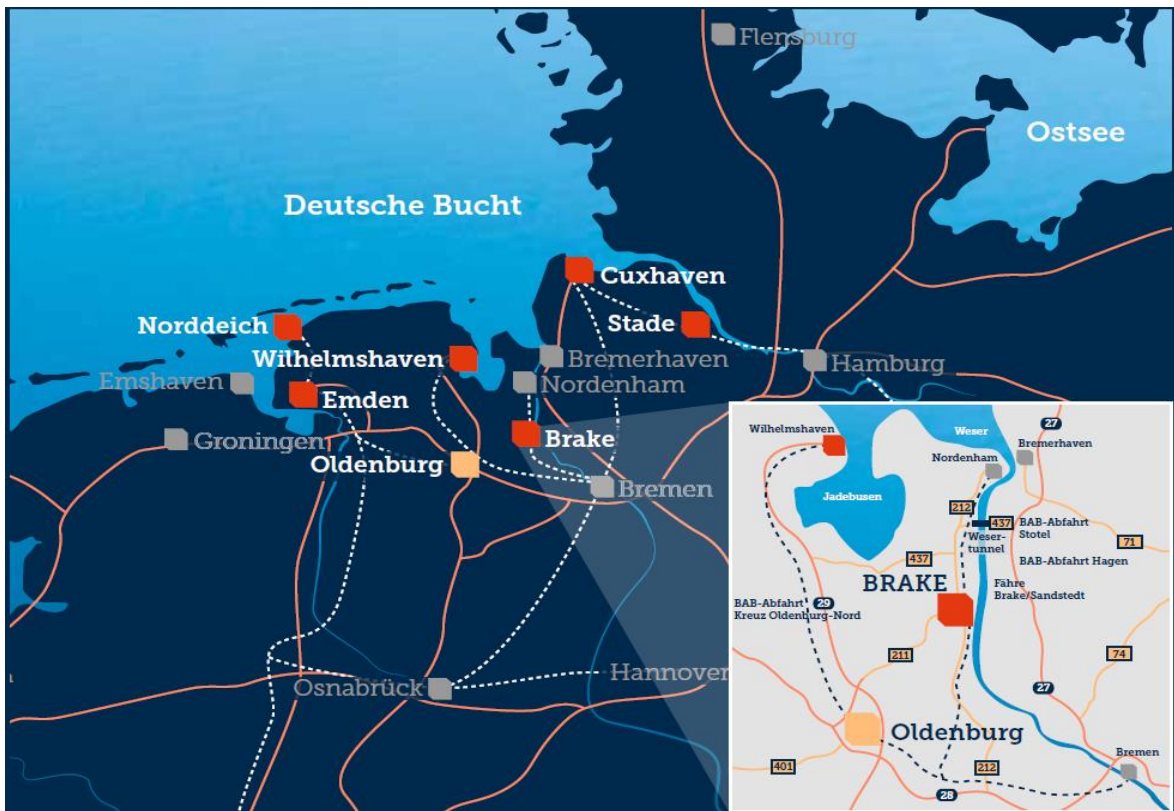
Seaport of Brake

Niedersachsen Ports GmbH & Co. KG
Brommystraße 2 - 26919 Brake, Germany

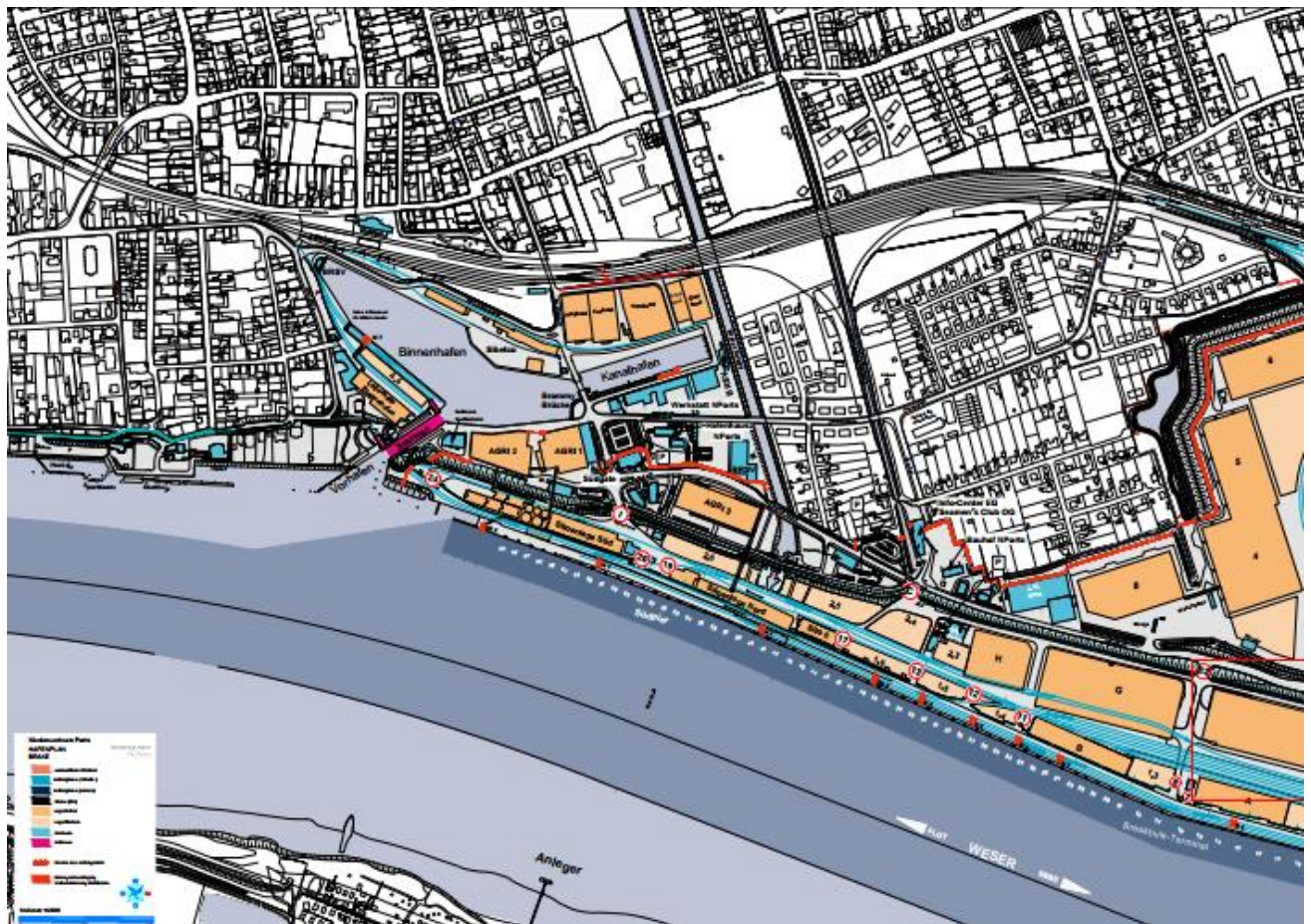
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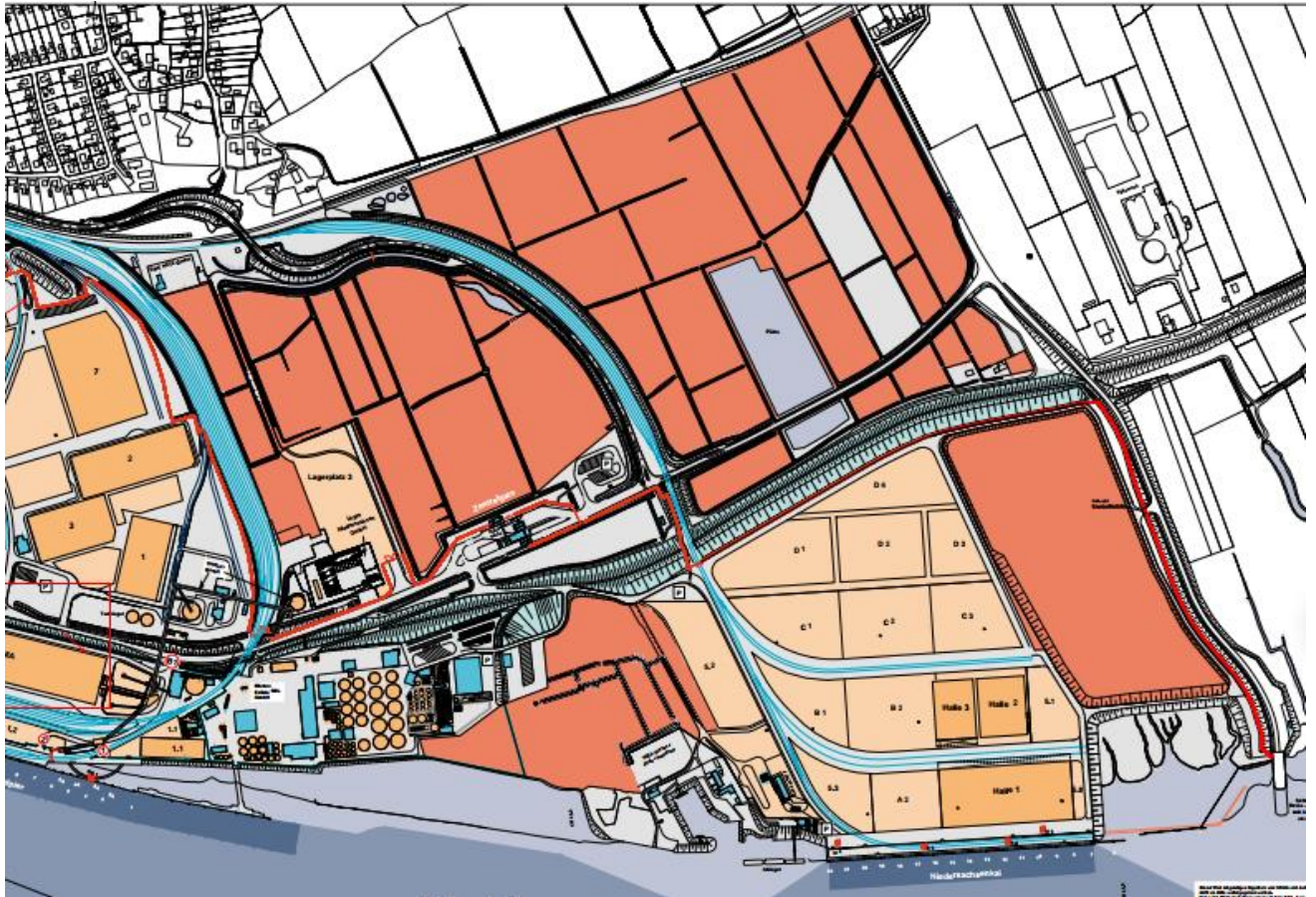
Effective as of: Aug 2024



General Port Map, Port of Brake



General Port Map, Port of Brake



General Introduction

This guide book was written for captains and masters of seagoing vessels, shipping lines, and any other party in need of nautical information about the Seaport of Brake.

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Record of Corrections

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1. Foreword

1. Foreword

"Moin!" And a warm welcome to our Port of Brake. We really appreciate your interest in our more than 230-year-old port directly on the River Weser and its services. We are one of the ports of Niedersachsen Ports GmbH & Co. KG, and as such, we provide the infrastructure for maritime shipping and logistics. We see ourselves – in particular in view of our port-economical services – as a hub for the issues and concerns of all the business participants, both on shore and at sea.

We continuously build and adapt our port in a future-oriented and demand-driven manner and we have designed our traffic management to be safe and efficient. We develop and market port real estate for businesses and industrial companies that rely on the proximity to our seaport. We have an extensive portfolio of available open surface areas that offer the customer a great potential for development.

Our port is unique and versatile. This is as much true for its construction design and its infrastructure system, as it is in regard to its products and its broad range of services. We are very familiar with the nautical requirements, the traffic management, and the right flow of communication. Because: We all have a need for the best possible safety.

This Port Information Guide at hand will give you the opportunity to familiarize yourself with the peculiarities and requirements of our port in a comprehensive manner. You will find all the pertinent data summarized in this guide book: From contact and nautical information to key process workflows. We are convinced that with this guidebook we are putting one comprehensive instrument with solid information in your hands, which ensures that our collaboration will be a successful, and – moreover – a safe one.

In the name of my all my colleagues, I wish you a trouble-free and pleasant visit at our Port of Brake and I am looking forward to your feedback, suggestions, and tips regarding our Port Information Guide.

Christian Helten

Branch Manager

2. Contact

2. Contact Information

2.1. General

This chapter offers information about the contact possibilities for the Seaport of Brake.

Generally, German is considered the working language. We would be glad to relay inquiries in English to the commensurate contact person.

2.2. Contact Possibility

- **Matter:** For operational and maritime issues or concerns, news, and reports
 - Port Command Center – Navigator in Chief
Nordstrasse 41, 26919 Brake (Unterweser)
 - Office Hours: 24/7
 - Phone:
 - +49 (0) 44 01 - 925 – 264 (24 h) Port Matters
 - Fax:
 - +49 (0) 44 01 – 925 – 267
 - VHF Channel: 10; Call Sign “Brake Lock”
 - e-mail: portoffice-bra@nports.de

- **Matter:** General Inquiries
 - Niedersachsen Ports (NPorts)
Brommystrasse 2, 26919 Brake (Unterweser)
 - Business Hours: 8.00 am to 3.00 pm
 - Phone:
 - +49 (0) 44 01 - 925 – 0 (Switchboard/Operator)

- Fax:
 - +49 (0) 44 01 – 32-72
- e-mail: brake@nports.de
- **Matter:** Questions regarding port authority-related tasks
 - Port Authority
 - Head of Sovereign Task
Brommystrasse 2, 26919 Brake (Unterweser)
 - Office Hours: 8.00 am to 3.00 pm
 - Phone: + 49 (0) 511 120 5755
 - e-mail: portauthority.brake@mw.niedesachsen.de
- **Matter:** Questions relating to Port Rail matters
 - Port Command Center - Rail dispatch
Nordstrasse 41, 26919 Brake (Unterweser)
 - Office Hours: 24/7
 - Phone: + 49 (4401) 925-488
 - e-mail: disposition-brake@nports.de

2.3. Communication Between Ships

- There are no stipulations by the port
- All VHF ship-to-ship channels pursuant to ITU rules (International Radio Broadcast Union)

3. Regulations

3. Regulations

3.1. Regulations

The rules and regulations in the port are meant to create a safer, more efficient, and more eco-friendly handling of the ship traffic. The international rules of the IMO and of the SOLAS Convention and their appendices (e.g., IMDG Code, IBC Code) and the national regulations, in connection with the applicable recommendations of the European Union, are applied in Brake. You can find the regulations and the applicable law in the German language (and partially in the English language) at the following link on NPorts' website under "downloads" choosing before port Brake:

www.nports.de

4. Reporting

4. Reporting

4.1. General

This chapter offers information about the reporting obligations for the Port of Brake. You can also find a more detailed explanation in the Hafenbenutzungsvorschrift (Usage of Port Regulation UPR).

www.nports.de/en/ports/brake/ under "downloads"

4.2. Before Arriving at Port

- Category: Incoming Ship Registration
 - Whom it concerns: Incoming ships
 - What needs to be reported: Ship's name, IMO number, length over all, breadth over all, current draft in fresh water (all details in meters), port of destination, nationality/flag, year built, what type of ship, double hull? gross tonnage, cargo, special requests
 - How to report: Electronically via the "National Single Window" (NSW) / NPortal
 - When: at least 24 hours before arrival at port. If the voyage time is < 24 hours, incoming registration can be made immediately after exiting the last port
 - Note: A corrected ETA message should be sent via VHF channel 10, one hour before arrival
- Category: Dangerous Goods
 - Whom it concerns: Any ship that has dangerous goods aboard
 - What needs to be reported: Details according to Incoming Vessel Dangerous Goods Registration Reporting
 - How: National Single Window
 - When: Immediately after exiting the last port
- Category: Waste
 - Whom it concerns: Incoming ships

- What needs to be reported: Details according to the Waste / Cargo Residue Reporting
- How: National Single Window
- When: 24 hours prior to arrival

4.3. At Port

The captain/ship's master is obligated to report his ship in immediately after arrival and must furnish the ship's papers and the cargo documents.

4.4. Before Departure

The captain/ship's master is obligated to transmit a message, before the ship leaves port.

5. Documents

5. Documents

Any ship approaching German ports may be subject to inspection by the harbor police, the port authority, the Ship Safety Division of BG Transport and Traffic, or the flag state. For a problem-free inspection, we advise the captains to have any ship and cargo-related documents at hand, such as documents and certificates pursuant to SOLAS 74, MARPOL 73/78, Load Line 1966, Dangerous Goods Index, loading and discharge plans, etc.

6. General Discription

6. General Description

Brake is a modern, multi-functional specialty port, which successfully fills the gap as a niche port among the large European all-round ports through fast turnovers, versatility and a wide range of services.

The Seaport of Brake is conveniently situated for transport and traffic, right by the North Sea. Our port is located 26 kilometers upstream, on the deep waters of the Weser estuary, navigable by ocean-going vessels, and near the Cargo Transport Center (GVZ) Bremen. Brake is featuring an excellent trimodal hinterland connection with 33 km of rail track in the port area, a direct link-up to the Federal Highways B211, B212, B437 and the nearby Federal Freeways (Autobahn) A27, A28, A29. Via the River Weser, the port is directly connected to the inland waterway network, which means it is thereby also connected to the Silk Road that leads all the way to South East Asia.

6.1. Road Traffic

The seaport is located in the heart of the Wesermarsch region. Through its proximity to the Weser Tunnel, the connection to the road grid is excellent. The Federal Highways B211 and B212 contribute to a great basic situation for the transport by road. This way, goods can be in Oldenburg and Bremen in a jiffy, from there, they can be distributed Europe-wide.

6.2. Rail Traffic

By virtue of its diversity, Brake is not only a seaport, but also a logistics hub. And the great rail infrastructure inside the port makes a major contribution towards this. This ensures that the goods can be transported by rail directly to the pier's edge or to the storage area, or vice-versa, the goods can get unloaded directly from the ship onto the rail. Not only is there an exchange of goods between ship and rail, but entire railcars are delivered by ship and put back on track at the port. The rail traffic within the port is organized by the rail dispatchers at the Port Command Center.

6.3. Warehousing and Storage Capacities

The port offers numerous and varied possibilities for the storage of goods. In addition to paved and unpaved storage areas, there are some customers that offer

storage areas in covered warehouses and some that process and store their products directly in tanks in the port area.

6.4. Developments/Expansion

We are currently awaiting the adjustment of the navigable fairway to a depth of 12.8 meters.

6.5. Commercial Areas

You can find information about commercial areas for your potential settlement under the following link:

www.nports.de/en/port-services/commercial-areas

If you are interested, or if you have additional questions, please contact us under:

- Phone: +49 (440 1) 925 – 0
- e-mail: brake@nports.de

6.6. The Port Site

Latitude: 53° 20´ N (City of Brake)

Longitude: 008° 29,4´ E (City of Brake)

Country Short Code: DE

UN/LOCODE: DEBKE



6.7. Port Area Seaport

The southerly port area serves the cargo handling of grains and feedstock. Adjacent to the north, there is an area, where forest products, such as cellulose and lumber are transshipped, but also iron and other bulk items that can be handled by clamshell grabs. Next to it, there is an area for the transshipment of palm oil. At the northern point of the port, you will find the Niedersachsenkai (Niedersachsen Quay), where chiefly steel and project loads, as well as wind energy components are handled. This heavy load-capable quay comprises two large vessel berths. All told, the port extends over a quay wall length of 2.5 kilometers.

Corporate brochure of the port, including a detailed port map in pdf format you can find under "Downloads" at www.nports.de/en/ports/brake

6.8. Port Area Interior Port

The Interior Port is utilized by seagoing vessels, barges and fish trawlers. A sea lock with a chamber size of 95m x 16m and a water depth above sill of msl below sea level/standard zero -6.00 meters (4 meters at MLWL) (tide-independent). This connection between the Interior Port and the River Weser can be traversed by ships with a max. draft of 6 meters. For ships with dimensions above 90m in length, it may be possible to perform a so-called dock sluicing procedure after consulting with us.

6.9. Freeboard Mark (Pimsoll Line)

- Winter Seasonal Zone II
 - Winter: November 1 to March 31
 - Summer: April 1 to October 31

6.10. Water Density

The density of the water may vary between 1.000 to 1.004 kg/m³, since this is brackish water. The mean tidal range is about 4 meters. (Source: Admiralty Sailing Directions, North Sea Pilot, p. 193)

6.11. Maximum Ship Size

- Ships in the Seaport:
 - Max Length: 270m
 - Max. Breadth: 50 m
 - Max. Draft: 11.90 m
 - Max. Height: No Restriction
- Ships in the Interior Port:
 - Max Length: 85 m
 - Max. Breadth: <16 m
 - Max. Draft: 5 m
 - Max. Height: No Restriction
 - Report in via VHF channel 10 "Brake Lock"

6.12. Time Zone

- Central European Time (CET) = UTC+1
 - Time Change: + 1 Hour
 - Summer Time commences on: The last Sunday in March (2.00 am becomes 3.00 am)
 - Summer Time ends: Last Sunday in October (3.00 am becomes 2.00 am)

6.13. Official Holidays

- New Year's Eve
Every Year on January 1st
- Good Friday
Two days before Easter
- Easter Sunday
First Sunday after the spring full moon
- Easter Monday
Easter Sunday + 1 day
- Labor Day
Every year on May 1st
- Ascension Day
Easter Sunday + 39 days
- Pentecost Monday
Easter Sunday + 50 days
- German Unification Day
Every Year on October 3rd
- Reformation Day
Every Year on October 31st
- Christmas

Every Year on the 25th and 26th of December

6.14. Working Hours

- Port Command Center: 24/7, year-round
- Hafenhaus (Harbor House): 08.00 am to 3.00 pm (Mo. through Thu.), 08.00am to noon (Fr.) (Business Hours)

6.15. Construction of the Quay

- **South Pier**
 - Located between Weser-Kilometers: 40.7 and 41.2
 - Bollards: #67 through #47
 - Description: Consisting of a steel construction of lateral and diagonal supports on steel posts with continuous facing of bongossi wood timbering (d=6.0 cm)
 - Things to Consider: At Bollard #49, there is a water feed that traverses under the Silo Facility North. This may create additional cross current forces for docking ships, moored ships, and undocking ships.
 - Height of the Quay Wall: 3.60m above mean sea level/standard zero/msl / 5.90m LAT
 - Theoretical Depth (Target Depth): -14.70m below sea level/standard zero msl / 12.30m LAT

The actual depths can be deduced from the current depth survey chart. This is generated on a monthly basis and may be requested from the Port Command Center.

- **North Pier**
 - Located between Weser-Kilometers: 41.161 and 42.102
 - Bollards: #47 through #7
 - Description: The North Pier consists of one reinforced concrete plate on pile grating with a rearward steel pile mooring wall and a front-facing underwater pile mooring wall.

- Height of the Quay Wall: 3.60m above sea level/standard zero/msl (mean sea level) / 5.90 m LAT
- Target Depth:-13.40m below sea level/standard zero/msl from Bollard #7 through #21 / 11.00m LAT
- Target Depth:-14.30 m below sea level/standard zero/msl from Bollard #21 through #47 / 11.90m LAT
- **OLENEX Edible Oils GmbH & Co KG Nordstrasse 40, 26919 Brake**
(Nord Pier)
 - Located: N53°20.72' E008°29.78'
 - Max draft : 8,60 m.
 - TTL length of jetty : 220 m
 - Night time navigation possible
 - Discharging by 6" hoses / 250t/hr. During normal circumstances discharging by 2 hoses.
 - Tank cleaning allowed although residues to be kept on board.
 - Weather and Tide as per chapter 6.21.
 - Reporting as per chapter 4.
- **Niedersachsenkai (Niedersachsen Quay)**
 - Located between Weser-Kilometers: 43.5 and 43.8
 - Bollards: #22 through #7
 - Description: Quay wall with anchored pile mooring wall
 - Height of the Quay Wall: 5.50m above sea level/standard zero/msl / 7.80m LAT
- **Stadtkaje (City Quay) including leisure boat jetty of the City of Brake**
 - Location: South of the Seaport of Brake
 - Description: Pontoon facility is situated in front of a reinforced concrete angled support wall on pile grating
 - Target Depth: -6.40 m above sea level/standard zero/msl / 4.10m LAT

- At the south end of the edifice, there is a tide-dependent slip facility for leisure boats
- **Tug Boat Berth** at the Heukaje (Hay Quay). Jetty with electric power connector for tug boats deployed in the port area of the Port of Brake
- **Barge Berth Harriersand**
 - Location: At Harriersand, opposite the River Pier of the Port of Brake
 - Description: Berth pile moorings with an access gangway to Harriersand
 - Target Depth: -4 m above sea level/standard zero/msl / 1.70m LAT
- **Interior Port**
 - Location: Interior Port of Brake
 - Description: Superstructure construction, steel pile mooring wall with no possibility for undercurrent washout on the water side
 - Height of the Quay Wall: 3.16m above msl (mean sea level)
 - Target Depth: -3.30m msl / median port water level: ~5m +/-0.5m (Sedimentation may result in lesser depths)

6.16. Fenders (Rubbing Paunches)

- **South Pier**
 - Bollards #69 through #65
 - No defined fendering. Only rubbing dolphins
 - Bollards #64 through #52
 - Type: Seibu TTV
 - Capacity: 528 kNm
 - Fender deflection range: 55cm
 - Bollard #51
 - No defined fendering, only rubbing dolphins

- Bollards #50 through #47
 - Type: Cylindrical Fender
 - Capacity: 528 kNm
 - Reaction Force: 1200 kN at 55% compression
 - Fender deflection range: 55cm
 - (measurements: 1200 (Ø A) mm , 850 (Ø i) mm)
- **North Pier**
 - Bollards #46 through #17
 - Type: Elastogran
 - Capacity: 528 kNm
 - Reaction Force: 1200 kN
 - Bollards #16 through #7
 - Type: Vredestein
 - Capacity: 300 kNm
 - Reaction Force: 1000 kN
 - Fender deflection range: 50cm
 - (measurements: 1280 (Ø A) mm , 650 (Ø i) mm)

with interspersed rubbing dolphins

 - Type: Square Fender 'Willbrandt'
 - Capacity: 2 x 266 kNm
 - Reaction Force: 1000 kN
 - Fender deflection range: 1.10 m
 - (measurements: 250 mm x 250 mm x 1400 mm)
 - Bollards #6 through #1
 - Type: Trapezoid Fender Seibu TTV-C
 - Capacity: 205 kNm

- Fender deflection range: 44 cm
 - (Measurement: 800 mm (H), 1000 mm (L))
- **Niedersachsenkai (Niedersachsen Quay)**
 - Bollards #22 through #21
 - Type: Fender Team Rubber Fender SPC 700 h
 - Reaction Force: 2 x 570 kN
 - Bollards #20 through #11
 - Type: Super Cone
 - Reaction Force: 2 x 596 kN
 - Bollards #10 through #7
 - Type: Fender Team Rubber Fender SPC 700 h
 - Reaction Force: 2 x 570 kN
- **Pontoons at the Stadtkaje (City Quay)**
 - No Fendering in Place
- **Barge Berth Harriersand**
 - Mooring Dolphin
- **Interior Port**
 - No Fendering in Place

6.17. Bollard

- **South Pier** (Currently only limited usability due to large construction site that is estimated to last until spring of, please inquire for details at the Port Command Center)
 - 1000 kN each Bollard (Bollards: #68, #66, #64 through #54, #52, #50 through #47)
 - Things to consider: #50 through #47 are double bollards
- **North Pier**
 - 1250 kN each Bollard (Bollards: #46 through #17)

- Things to consider: # 17 is a double bollard
 - 1000 kN each Bollard (Bollards: #14 through #7)
 - 1300 kN each Bollard (Bollards: #16, #15)
 - Things to consider: #16 and #15 are double bollards
- **Niedersachsenkai (Niedersachsen Quay)**
 - 1250 kN each Double Bollard (Bollards: #22 through #7)
- **Stadtkaje (City Quay)**
 - 300 kN each bollard
- **Barge Berth Harriersand**
 - 150 kN each bollard
- **Interior Port South-East and West Side**
 - 100 kN each bollard
- **Interior Port East Side**
 - 150 kN each bollard
- **Interior Port/Canal Harbor West Side**
 - 100 kN each bollard

6.18. Cargo Handling Equipment

6.18.1. Gantry Cranes

- **Description B2**
 - Type: Loading Bridge
 - Location: North Pier
 - Max. load capacity in the ropes (metric t) at radius (outreach in meters)
 - Clamshell Grab Operation: 20t at 40m radius
 - Breakbulk operation traverse (cross beam) with 4 ropes: 25t at 40m radius

- Breakbulk operation traverse (cross beam) with 8 ropes: 50t at 40m radius
- Description B3
 - Type: Container Bridge
 - Location: Niedersachsenkai (Niedersachsen Quay)
 - Max. load capacity in the ropes (metric t) at radius (outreach in meters)
 - 61.5t at radius (waterside) of 36.5m; shoreside: 18m
 - Lifting strength in the ropes at max. radius (in meters)
 - 54.5t at radius (watersides) of 38.5m; shoreside: 19.25m
- Description B4
 - Type: Container Bridge
 - Location: Niedersachsenkai (Niedersachsen Quay)
 - Max. load capacity in the ropes (metric t) at radius (outreach in meters)
 - 45 t at radius (watersides) of 38.5m; shoreside: 19.25m

6.18.2. Double-Jib Rotating Luffing Cranes

- Description W1
 - Type: Rotating Luffing Crane
 - Location: Middle Pier
 - Max. load capacity in the ropes (metric t) at radius (outreach in meters)
 - Clamshell Grab Operation: 20t at 33m radius
 - Breakbulk Operation: 25t at 33m radius
 - Lifting strength in the ropes at max. radius (in meters)
 - Clamshell Grab Operation: 8t at 46m radius
 - Breakbulk Operation: 9t at 46m radius
- Description W7
 - Type: Rotating Grab Crane With Luffing Jib

- Location: Interior Port
- Max. load capacity in the ropes (metric t) at radius (outreach in meters)
 - Clamshell Grab Operation: 12.5t at 20m radius
 - Breakbulk Operation: 16t at 20m radius
- Lifting strength in the ropes at max. radius (in meters)
 - Clamshell Grab Operation: 7.5t at 30m radius
 - Breakbulk Operation: 9.5t at 30m radius

6.18.3. Mobile Handling Equipment

- Description M2
 - Type: Cargo Handling Machine
 - Location: Middle Pier
 - Max. Load Capacity (in metric tons) depending on radius (outreach in meters)
 - 20t at 10m radius, counted from the center of the turnstile
 - Lifting Strength (metric tons)
 - 8t at 22m radius, counted from the center of the turnstile
- Description M3
 - Type: Port Mobile Crane
 - Location: Niedersachsenkai (Niedersachsen Quay)
 - Max. Load Capacity (in metric tons) depending on radius (outreach in meters)
 - Clamshell Grab Operation: 70t at 20m radius
 - Breakbulk Operation: 140t at 20m radius
 - Lifting Strength (metric tons)
 - Clamshell Grab Operation: 30t at 51m radius
 - Breakbulk Operation: 42.2t at 51m radius

- Description M4
 - Type: Port Mobile Crane
 - Location: Niedersachsenkai (Niedersachsen Quay)
 - Max. Load Capacity (in metric tons) depending on radius (outreach in meters)
 - Clamshell Grab Operation: 75t at 20m radius
 - Breakbulk Operation: 144t at 20m radius
 - Lifting Strength (metric tons)
 - Clamshell Grab Operation: 29.1t at 54m radius
 - Breakbulk Operation: 40.9t at 54m radius
- Description M5
 - Type: Cargo Handling Machine
 - Location: North Pier, Middle Pier, or Niedersachsenkai
 - Max. Load Capacity (in metric tons) depending on radius (outreach in meters)
 - 25t at 7m radius
 - Lifting Strength (metric tons)
 - 9t at 25m radius

6.19. Water Depths

The predominant water depths are checked through regular survey trips and when deviations are detected, they are adjusted with the help of gentle processes.

You can obtain information about current depth survey charts from the Port Command Center. The depth survey charts represent the status quo at the time of the sounding survey. We will make no warranties, neither for the continued existence of the depths, nor for the target depths.

6.20. Ship Traffic

Up-to-date information about the ship traffic may be viewed at the following link or via the app:

www.nports.de/en/port-services/ship-arrivals-and-departures/

6.21. Weather and Tide Information

6.21.1. Real-Time Weather and Tide Information

For general information about traffic, weather, tide, currents, swell, fog, ice, etc., you may contact the Port Command Center via the VHF channel 10.

6.21.2. Local Weather and Tidal Conditions

- Tidal Range: ~ 4m
- Tidal Current: Ca. 1.5m/s or 3kn (during average weather conditions), slightly increased during outgoing tide (due to the strong current along the pier, caution is necessary for moored vessels during the stay at port)
- Wind: 6 Bft (during average weather conditions) Sudden peaks in wind speed may occur due to gaps between the existing buildings, depending on the wind direction. (Danger during lengthwise maneuvers)

Strong westerly winds can pose a danger to moored ships. (In that case, additional mooring lines may be needed)

7. Navigation at Port

7. Navigation at Port

7.1. Speed

There are NO Speed limitations within the port area. However, when navigating in port area, ships shall reduce speed as far as possible and maneuver in such a manner as to not endanger other ships and installations.

7.2. Docking Speed

The docking speed should be adjusted to the weather and current flow condition, keeping in mind the size of the ship, the fender facilities, etc. During all processes and maneuvers, damages to the quay and fender facilities must be avoided.

Within the spirit of the Rules of Collision Avoidance, the docking speed should be a safe one. It should be noted that the docking speed (max. speed 0.15 m) of any water craft should be chosen in such manner that the craft is able to avoid obstacles and stop in time, if needed. The individual fender capacity should be considered, as well. The speed should be chosen in such way, that the limitation values are not exceeded and no damages are inflicted upon any edifices or mooring facilities.

$$\text{Normal Docking Energy } EN = 0.5 \cdot MD \cdot (VB)^2 \cdot CM \cdot CE \cdot CS \cdot CC$$

MD = Ship's water displacement in metric tons

VB = Docking speed in meters per second (m/s)

CM = Co-efficient of the virtual mass factor

CE = Eccentricity co-efficient

CS = Damping factor of the shore edifice

CC = Compliance factor

(EAU – Empfehlungen des Arbeitsausschusses Ufereinfassungen/Recommendations of the work committee for embankment reinforcement)

7.3. Keel Clearance (UKC)

A sufficient keel clearance is of the essence. At berth, the ship should be afloat at all times, but no less than 0.5 meters above ground. There is always a chance that stones and other items are present on the floor that may lead to damage, should the ship touch bottom.

7.4. Maneuvering

During mooring and unmooring (docking and undocking), ship's propellers and bow and stern thrusters must be used with extreme caution. Transposition maneuvers must be executed with adjusted engine power and with an appropriate distance from shore.

Docking maneuvers must be carried out parallel to the pier wall, in a well-controlled, slow and cautious manner. Stern-first docking maneuvers (backwards docking) must be executed in the same cautious spirit. Hard stops by thrust or propeller reversal within the port facilities are prohibited. If in doubt, adequate tug boat assistance must be requested. (See table 10.3)

8. Safety at Port

8. Safety at Port

8.1. General

The port area is a special danger zone. Rail traffic, lift trucks, crane facilities, hovering loads overhead, etc. pose a high potential for danger. Any user or visitor to the port must be very mindful and cautious about these perils.

The ranking of the measures listed in item 8.2 largely depends on the individual situation and must be adjusted as needed.

8.2. Conduct During an Emergency

8.2.1. Bottom (Sea Floor) Contact

Contact the Port Command Center by phone at +49 (0) 4401/925-264. If necessary, contact Bremerhaven Weser Traffic through VHF channel 21.

8.2.2. Fire (not aboard your ship) General Rules of Conduct in Case of Fire

In case you spot a fire in the port, alert the fire department by calling 112 on your phone and get yourself to safety. Inform the Port Command Center by phone at +49 (0) 4401/925-264. Depending on the situation, the following may be advisable: Go to the interior portion of the ship and stay there. Close any windows and doors. Close any air intakes and air exhaust vents. Turn off the ventilation. Choose a central room that is not exposed to the wind, that is situated on as high a level as possible, and is not ventilated. Keep moistened clothing at hand to cover nose and mouth, if necessary. Do not smoke, and avoid any physical exertion in order to minimize oxygen consumption. Help others and offer them shelter.

8.2.3. Fire Aboard, When at Port

Call the fire department by phone, dialing 112, and inform the Port Command Center at phone number +49 (0) 4401/925-264 or via VHF channel 10. Give them a designated contact person and a way to contact them, for instance a phone number. Fight the fire with your designated fire-fighting staff, donning their commensurate protection gear and equipment. Have any crew members not involved in fighting the fire leave the ship and wait at a safe distance.

8.2.4. Injury to a Person

Call an ambulance by phone (phone number 112) and contact the Port Command Center at +49 (0) 4401/925-264 or via VHF channel 10. Apply first-aid measures until the ambulance arrives.

8.2.5. Water Contamination

Call the fire department by phone, dialing 112 and inform the Port Command Center at phone number +49 (0) 4401/925-264 or via VHF channel 10. Start countermeasures. Shut off the source of the contamination, for instance by switching off pumps or closing valves. Try to contain the contamination as much as possible on the ship. Please use the equipment designated for that purpose.

8.2.6. Collisions (Quay - Ship / Ship - Ship)

Contact the Transport Control Center (Verkehrszentrale/VTS) via VHF channel 21. Call the Port Command Center by phone at +49 (0) 4401/925-264 or via VHF channel 10. Depending on the situation it may be necessary to warn the other vessels and marine traffic on VHF channel 16, and Bremerhaven Weser Traffic on VHF channel 21.

9. Danger Prevention and Defense at Port

9. Danger Prevention and Defense at Port (ISPS)

9.1. General

The Port of Brake has implemented the safety measures pursuant to Regulation (EC) No. 725/2004 of the European Parliament and Council dated 3/31/2004 for the Improvement of Danger Prevention and Defense on Ships and in Port Facilities and as per the Niedersachsen Port Safety Act (NHafenSG) in its currently effective version. You can find additional information under "Downloads" Usage of Port Regulation (UPR).

www.nports.de/en/ports/brake/

9.2. PFSO

- Phone: +49 (0)4401-925-264
- e-mail: pfs0-bra@nports.de

9.3. Access Requirements for the Entry to the Port

Access to the port area is subject to the ISPS rules & regulations and thus has to be controlled accordingly. There is an option to obtain a day pass or a permanent pass. For both, there has to be sufficient reason, evidencing that there is a legitimate interest for entering the port area.

You can receive a day pass at the main entrance to the port, at the central gate. This is where the security service is housed, they will verify your request and issue you the pass.

You may obtain a permanent pass after submitting a written application for a port pass. You can get the application form via the security service or the PFSO. The PFSO will verify, if your request is warranted.

Along with the pass, you will also be handed the Rules of Conduct for the ISPS safety zones. These must be obeyed and followed. German version available on our home page under "Downloads" Rules of conduct for the ISPS security areas (ger).

10. Nautical

10. Nautical Information

10.1. General

This chapter offers an overview over the nautical services in the port environment of Brake.

10.2. Pilots

The River Weser is a river territory, and for many seagoing vessels it is mandatory to take on a pilot pursuant to sec. 6 Weser/Jade LV. In contrast to most other territories, there is no special port pilot for the port in Brake. During docking and undocking, the captain is guided by the Weser pilots.

The Weser Pilot Service is divided into two areas:

German Bight → Bremerhaven

- Lotsenbrüderschaft (Brotherhood of Pilots) Weser II/Jade
 - Phone: +49 (0) 471 – 944 242
 - e-mail: dispo@weserjadepilot.de
 - Information about the territory
 - Information on the obligation to take on a pilot:
[Weser – Lotsenbrüderschaft \(weserjadepilot.de\)](http://Weser – Lotsenbrüderschaft (weserjadepilot.de))

Bremerhaven → Brake

- Lotsenbrüderschaft Weser I
 - Phone: +49 (0) 421 – 394 045
 - 24h Hotline +49 (0) 471 – 9414141
 - e-mail: info@weserriverpilot.com
 - Additional Information: www.weserriverpilot.com/

10.3. Tugboat Service

Order tugboat assistance via your agent or directly at the responsible company.

The tugboats of the following companies are at work by us on a regular basis:

Bugsier-, Reederei- und Bergungs-Gesellschaft mbH & Co. KG

Geo-Plate Straße 1

27568 Bremerhaven, Germany

Phone: +49 471 – 48 74 22 (24hrs)

Boluda Deutschland GmbH

Cuxhavener Straße 10B

28217 Bremen, Germany

Phone: +49 421 – 34 88 0

The number of tug boats may vary, depending on currents, weather, and the recommendation by the pilots. The selected tugboats should be commensurate in number and size with a safe docking and undocking of the seagoing ships. The following table is meant as an orientation for a reference point. A shortage in size and number of tugboats may lead to expensive collisions with the pier. Adherence to the reference point values does not warrant safe maneuvering. Depending on the situation, the responsibility for safe tug boat assistance lies with the captain of the ship.

	≤ 120 (m)	≤ 150 (m)	≤ 180 (m)	≤ 225 (m)	≤ 250 (m)	≤ 270
Tug Boat ≤ 30 (t)	-	-	2			
Tug Boat > 30 (t)	-	-		1	1-2	
Tug Boat > 40 (t)	-	-				2
Tug Boat ≤ 50 (t)	-	-		2		
Tug Boats ≤ 60 (t)	-	-			2	2

10.4. Navigational Beacons:

On the area of the port (at kilometer 40.040), south of the silos, there is a section beacon. The optical appearance of the tower is striped (white and red) and it shows the downriver heading traffic the navigable fairway toward Brake.

The leading light "Harriersand" on the isle with the same name also shows the traffic traveling downriver the center of the fairway.

The beacon "Großerpater" is also situated on the Isle of Harriersand and points out the middle of the fairway to vessels traveling inland (upriver).

The turnaround in the River Weser near Brake is marked with a northerly and a southerly leading light on the 'Wilhelmsplate' (Harriersand North).

11.Nautical Communication

11. Nautical Communication

11.1. Communication with the Port Command Center

- Channel 10; Call Sign "Brake Lock"

11.2. Communication with other ships

- All VHF ship-to-ship channels pursuant to ITU rules
- Call Channel
- Private Channels

11.3. Communication With the Estuary Command Center

- „Bremerhaven Weser Traffic" Channel 21

12. Cargo Handling at Port

12. Cargo Handling at Port

12.1. General

Feedstock and fertilizer, lumber, cellulose, and tropical oils, steel pipes and rotor blades – Brake is a place for the transshipment for a great diversity of goods. That explains, why the Port of Brake features state-of-the-art, specialized port facilities for the loading and discharging of ocean-going vessels. Bulky and heavy break bulk can be transshipped just as swiftly and efficiently as any of the various bulk good items. This list is not final, please feel free to inquire about additional goods. Flexibility is one of the strengths of the Seaport of Brake.

Current tariffs and additional information may be viewed and download as pdf from our web page under downloads/Port Tariff Brake.

www.nports.de/en/ports/brake/

12.2. Agri Terminal

- Goods: Feedstock, Grain

The Agri Terminal is equipped with state-of-the art cargo handling technology to ensure the safe and efficient transshipment of goods. The terminal offers mooring possibilities for two large ships with a length of up to 270 m and a draft of up to 11.90 m.

12.3. Break Bulk Terminal

- Goods: Cellulose, Lumber, Iron

The Break Bulk Terminal is equipped with liberally proportioned double jib rotating luffing and gantry cranes. This equipment can handle the loading and discharge of oceangoing ships, barges, and coasters.

12.4. Olenex Pier

- Goods: Tropical Oils

Transshipment of tropical oils for the food industry.

12.5. Niedersachsenkai (Niedersachsen Quay)

- Goods: Project Cargo, Steel, Wind Turbines

The pier at Niedersachsen Quay is equipped with two bridge cranes (up to 61.5 metric tons of load capacity), plus two mobile cranes (each with a load capacity of 140 metric tons).

13. Inspections at

13. Inspections at Port

13.1. General

By entering the port area, you agree in a legally binding manner to a body search and personal monitoring/surveillance, the search and surveillance of vehicles, items and personal belongings. If you refuse to give this permission, your entry may be denied. (See: Rules of Conduct for the ISPS Security Areas)

13.2. Port State Controls

In Germany, port state controls are performed by the Ship Safety Division of BG Verkehr (BG Transport & Traffic). The goal is to reach a higher state of ship safety and security and the prevention of impairment of the environment. The basis for this is the "Paris Memorandum of Understanding".

You can find additional information about the "Paris MoU" at the following link:

<https://www.parismou.org/>

13.3. Inspection by Third Parties

Any ship approaching German ports may be subject to inspection by the harbor police, the port authority, Customs, the health department, or the flag state. For a problem-free inspection, we advise the captains to have any ship and cargo-related documents at hand.

14. Port Services

14. Port Services

14.1. General

In the Port of Brake, NPorts is offering and performing services. The below listed services can be ordered at the Port Office.

Pdf form of current tariffs and additional information may be found on our home page www.nports.de/haefen/brake/ under downloads / Additional Services.

Contact to the Port Command Center:

- Phone: +49 (4401) 925-264
- Fax: +49 (4401) 925 192
- e-mail: portoffice-bra@nports.de

14.2. Fresh Water and Power

For the supply of ships and other water crafts with water, and for receiving electric power, there are water fees or electric utility fees payable. These need for these services must be requested from NPorts.

14.3. Storage

For the storage of goods on storage areas, as well as for the storage of floating goods or objects in the water, storage fees commensurate to the weight of the stored goods or to the area used (min. 100 square meters) must be paid.

14.4. Mooring (Mooring Service)

For the help provided by the staff of Niedersachsen Ports GmbH & Co. KG for mooring and unmooring and the shifting of a vessel to a different berth/location, there is a mooring fee payable that is incremental, commensurate to the ship's size (in GT). You generally book and confirm the mooring service via your agent, as soon as the ship is able to provide an exact arrival or departure time.

14.5. Sealock Service

The Port Command Center also performs the sluicing in or out of the Interior Port of Brake. Please reserve your sluicing needs as early as possible, in order to keep the wait times brief. Sluicing is free of charge.

portoffice-bra@nports.de / Phone: +49 4401 925 264

14.6. Ships' Waste Disposal

The ships' waste can be disposed of at port according to MARPOL regulation. You can find more details about this in the Ships' Waste Management Plan of Niedersachsen Ports which can be found on our web page under donloads / disposal of ship waste www.nports.de/en/ports/brake

14.7. WiFi

Along the pier's edge, NPorts has free WiFi available for ship's crews. This is where seafarers can just log in and surf away.

14.8. Seamen's Club „Pier One“ - Brake

The interfaith seaman's club "Pier One" is situated right in the center of the Port of Brake. It is operated by the German Seamen's Mission 'Deutsche Seemannsmission Unterweser e.V.', and by Stella Maris, Bremen. In the club, Seafarers can use the free WiFi and finally get back in touch with home. In addition, for relaxation, there is pool billiard, drinks, chips, Asian snacks, chocolate, and - of course - souvenir magnets. The club is open Mondays through Saturday from 5.00 pm until 10.00 pm. Aside from seafarers, truckers and 'nautical bystanders' are welcome, and there is always free coffee.

Seamen's Club Pier One, Zum Pier 1, 26919 Brake +49 4401 855425,
brake@seemannsmission.org

Seaman's Deacon Marco Folchnandt; Phone: +49 152 082 92 485,
Marco.Folchnandt@seemannsmission.org

14.9. Agencies

The ships in the Port of Brake have been tended to by the following shipbrokers in the past:

AGRAVIS, Shipping-Department		Münster, Germany
Alexander Global Logistics, Bremen	Museumstraße 2-6	28195 Bremen, Germany
B.O.T. Bröring, Cuxhaven	Baudirektor-Hahn-Straße 2	27472 Cuxhaven, Germany
Bäumee.K.,Volkmar,Bremen Schiffahrts-und Befrachtungskontor	CuxhavenerStraße 12	28217 Bremen, Germany
BBC Chartering, Bremen	Universitätsallee 5	28359 Bremen, Germany
Befrachtungskontor "HANSA", Bremen	Industriestraße 10-12a	28199 Bremen, Germany
Beluga Projects Agency	Contrescarpe 45	28195 Bremen, Germany
Bitter, Helmut Bitter GmbH	Schragestraße 3F	28239 Bremen, Germany
BMT Bunker und Mineralöltransport	Hafenkaje 1	27472 Cuxhaven, Germany
Bösch, C.C.H., Bremerhaven	Grönlandstraße 1	27572 Bremerhaven, Germany
Bremer Lloyd Logistics, Bremen	Rembertistraße 28	28203 Bremen, Germany
Burger Port Agencies, Hamburg	Dammtorstraße 24	20354 Hamburg
Cargo-Levant	Domshof 18-20	28195 Bremen, Germany

Coli Schifffahrt & Transport Bremen GmbH	Konsul-Smidt-Str. 8p	28217 Bremen, Germany
Cosco Container Lines Europe, Bremen	Martinistraße 48	28195 Bremen, Germany
CSK Cuxhavener Schifffahrtsskontor GmbH & Co.KG	HelgoländerKai 10	27472 Cuxhaven, Germany
Dirks Seeschifffahrt GmbH	Kurfürstenallee 28a	28211 Bremen, Germany
Fischmann Shipping	Rotdornweg 18	28879 Grasberg, Germany
Frachtcontor Junge, Bremen	Hermann-Hollerith-Straße 10	28355 Bremen, Germany
Frachtcontor-Mestermann, Bremen	Hermann-Hollerith-Straße 10	28355 Bremen, Germany
Glässel, Ernst	Kohlhökerstraße 29	28203 Bremen, Germany
Hansa Marine Logistics, Bremen	ZumSchuppen 22/4.Etage	28197 Bremen, Germany
Hanseatic Schifffahrt (Agentur)	Rembertistraße 28	28203 Bremen, Germany
Hein, Peter, GmbH	Woltmanstraße 8	27472 Cuxhaven, Germany
JAL Schifffahrt	Am Weserdeich 21c	26919 Brake, Germany
Jeanny Shipping/ Jens Roloff, Fehmarn	Rügenweg 5	23769 Fehmarn OTBurg, Germany
Kant GmbH	Steffensweg 2	28217 Bremen, Germany

M+SMehrtens & Schwickerath	Tiefer 4	28195 Bremen, Germany
Magellan Agency Services, Rosengarten	Alvesener Schulweg 1	21224 Rosengarten, Germany
Menzell Döhle Shipping, Bremen	Martinistraße 61	28195 Bremen, Germany
Menzell Döhle Shipping, Hamburg	Alter Wall 55	20457 Hamburg, Germany
Montan Shipping, Hamburg	Am Sandtorkai 60	20457 Hamburg, Germany
Müller Weser, Agentur	Neustadtstraße 15	26919 Brake, Germany
Nauta Befrachtungskontor	Koperstand 16a	26723 Emden, Germany
Neptun Schiffahrts-Agentur	Contrescarpe 45	28195 Bremen, Germany
Niels Hankiewicz Chartering, Agentur	Konsul-Smidt-Straße 8b	28217 Bremen, Germany
Norba Shipping	Marktplatz 1	26954 Nordenham
Nordenia Frachtkontor	Bürgermeister-Smidt- Straße 78	28195 Bremen, Germany
NSA Schifffahrt und Transport	Kehrwieder 9	20457 Hamburg, Germany
Oltmann, D. GmbH&Co.KG	Schüsselkorb 3	28195 Bremen, Germany
PWL Port Services, Bremen GmbH & Co.KG	Contrescarpe 45	28195 Bremen, Germany

PWL Port Services, Bremerhaven	Geo-Plate-Straße 1	27568 Bremerhaven, Germany
Rhenus Maritime Services, Bremen	Lloydstraße 4	28217 Bremen, Germany
Rhenus Offshore Logistics, Bremen	Hafenstraße 55	28217 Bremen, Germany
ROVA Hafenumschlag, Varel	Wiefelsteder Straße 214a	26316 Varel- Altjührden, Germany
S5-Burger Port Agencies, Hamburg	Dammtorstraße 14	20354 Hamburg, Germany
S5 North Europe, Hamburg	Neumühlen 1	22763 Hamburg, Germany
Samskip GmbH, R/CH	Flughafenallee 15	28199 Bremen, Germany
Sartori & Berger, Bremerhaven	Senator-Borttscheller- Straße 1b	27568 Bremerhaven, Germany
Sartori & Berger, Kiel	Wall 47/51	24103 Kiel, Germany
Sartori & Berger, Wilhelmshaven	Gökerstraße 79a	26384 Wilhelmshaven, Germany
Schiffahrtskontor Detra GmbH & Co.KG	Tiefer 5	28195 Bremen, Germany
SchiffsagenturservicegesellschaftmbH- Seebode	Am Fischbahnhof 5-7	27572 Bremerhaven, Germany
Schmid, W.E.F.	Außenhafen	25813 Husum, Germany
Schutter Deutschland, R/CH	Alter Wandrahm 12	20457 Hamburg, Germany

STA See Transport Agentur	Martinistraße 29	28195 Bremen, Germany
THB, Bremen Handelsberatungsges. mbH	Auf dem Dreieck 5	28197 Bremen, Germany
United Shipping Vogemann GmbH	Jaffestraße 12/ Dock2	21109 Hamburg, Germany
Vegoil Chartering Services	Ruhrstraße 90	22761 Hamburg, Germany
Vopak Agencies Germany	Palmaille 45	22767 Hamburg, Germany
Weserport GmbH	Hüttenstraße 20	28237 Bremen, Germany
Wilhelmsen Ships Service, Sittensen	Hansestraße 20	27419 Sittensen, Germany
Wulf Seetransporte, R/CH	Helgoländer Kai 10	27472 Cuxhaven, Germany

14.10. Bunker Fuel

Ships in the Port of Brake are regularly supplied with fuel or lube by barge or tanker truck:

Bröring Beteiligungs- und Verwaltungsgesellschaft mbH

Baudirektor-Hahn-Straße 2

27472 Cuxhaven, Germany

Phone: +49 (0)4721 - 7457 - 0

e-mail: home@broering.eu

Glüsing Transport GmbH

Hafenkaje 1

27472 Cuxhaven, Germany

Phone: +49 (0)4721 - 590 77 70

e-mail: info@gluesing-transport.de

Köhn & Plambeck GmbH & Co. KG

An der Braker Bahn 22

26122 Oldenburg

Phone: +49 441 21885 0

e-mail: info@koehn-plambeck.de Tankwagentransporte und Spedition GmbH

Beerentalweg 111

21077 Hamburg, Germany

Telephone: +49 40 760 102 - 10

E-Mail: dispo@h-schmalstieg.de

UTG Unabhängige Tanklogistik GmbH

Postfach 12 02 51

27516 Bremerhaven, Germany

Phone: +49 471 946 90-0

e-mail: info@utg-tanklogistik.de

15. Visual and Audio

15. Visual and Audio Recordings

15.1. General

We are excited about your interest in our seaport in Brake and we would like to give you the opportunity to find the suitable motif in the port. In order to warrant a smooth process, we kindly to coordinate early on with us.

15.2. Contact Information

For any inquiries, please utilize our Contact Form under the following link:

www.nports.de/en/news-press/filming-permits/

15.3. Permit Terms and Conditions

You will find the Permit Terms and Conditions under the following link on the page bottom " *Permit Conditions for Sound and Image Recordings of the Press, Radio and TV Broadcast, Film and Other Telecommunications Media (Recording Permit)* ":

www.nports.de/en/news-press/filming-permits/