



Rowing Boats
& Locks

viadonau



The following information is intended for sports crafts, especially rowing boats, canoes and other similar small vessels which use the locks located on the Austrian Danube and aims to ensure smooth and safe passage of the locks.

The general rules of conduct at locks are included in the current version of the Austrian “Waterways Traffic Regulations” (WVO, § 6.28, § 6.28a and § 6.29) and are available for download at www.doris.bmvit.gv.at.

The rule § 6.28 para 13; i) specifically regulates the conduct of rowing boats, and stipulates that they must be transported over land using the so-called lock bypass facility (Umsetzanlage). Only in cases where the use of this facility is not possible are such crafts allowed to use the lock.

For further information on rowing and paddle sports on the Danube, please go to www.bmvit.gv.at/themen/schifffahrt/donau/sportbootfahren.html.

Current information about restrictions, closures and other events of significance for inland navigation are published in the Notices to Skippers, which can be found at nts.doris.bmvit.gv.at.

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Lock Glossary

Headwater	area upstream from the lock
Tailwater	area downstream from the lock
Lockage downstream	downstream from headwater to tailwater
Lockage upstream	upstream from tailwater to headwater
Right/left lock chamber	right and left lock chambers are determined by the direction of the flow of the river; when viewed from downstream the left lock chamber is on the left and when viewed from upstream it is located on the right.
Mooring post	post used to secure vessels to a mooring place. As part of the sheet pile wall , inset bollards are fixed and integrated into the lock wall, whereas a floating bollard automatically raises or lowers itself according to the water level.
Demarcation lines	vertical lines on the lock wall. All vessels must stay within the area marked by these demarcation lines until lockage has been completed.
Lock gates	gates which seal off the lock chamber from the upper and lower pounds.

Upper head	gate structure at the upstream end of a lock
Lower head	gate structure at the downstream end of a lock
Upper edge	upper third of the lock chamber towards the headwater
Lower edge	lower third of the lock chamber towards the tailwater
Vessel impact guard	a taut, steel rope with signal buoys stretched across the lock chamber to protect the gates from damage by vessels
Bastion	grouping area for commercial shipping
Outside wall	wall on the outer side of the lock chamber
Intermediate wall	wall separating the two lock chambers
Control tower ("B-Stelle")	the lock keeper's workplace
Lay-by berths	waiting berths for ships. So-called "recreational crafts waiting berths" are marked with additional signs ("For small crafts waiting for lockage / für Kleinfahrzeuge, die auf Schleusung warten")
Bypass Facility ("Umsetzanlage")	Facility for portable small crafts (e.g. rowing boats) which allows the boat to be removed from the water and bypass the lock facility using a transport trolley

Relevant Waterway Signs







IN ACCORDANCE WITH THE
WATERWAYS TRAFFIC REGULATIONS

A – Prohibitory Signs

-  A.1 No Entry
-  A.1.1 Blocked water area, except for small crafts without engine
-  A.7 Mooring on the bank prohibited
-  A.12 Motorised crafts prohibited
-  A.14 Water-skiing prohibited
-  A.16 All crafts other than motorised vessels or sailing crafts prohibited



B – Mandatory Signs

-  B.1 Proceed in the direction shown by the arrow
-  B.2b Move to the side of the fairway on the starboard side of the vessel
-  B.5 Stop as prescribed in the regulations
-  B.6 Do not exceed the speed indicated (in km/h)
-  B.7 Sound horn
-  B.11b Make contact using a radiotelephone link via the VHF channel indicated on the board

C – Restrictive Signs



C.4 Restrictions on Navigation;
seek information



C.5 The distance of the fairway from the
right (left) bank
the number on the sign indicates
the distance in metres that should
be kept between the crafts and the
notice marks

E – Informative Signs



E.2 High-voltage power line crossing the
waterway



E.4a Ferry-boat not travelling under its
own steam



E.5 Berthing permitted (anchoring or
making fast to the riverbank)



E.8 Turning area



E.13 Drinking water supply



E.14 Telephone



E.19 Crafts other than motorised vessels
or sailing crafts permitted

General Rules

Every user of the waterway is obliged to behave in such a way that **traffic safety** is ensured and that no other party is harmed, endangered, hindered or inconvenienced more than is unavoidable given the prevailing conditions.

Consideration for other vessels is of the utmost importance!

Rowing boats, canoes and similar small crafts must allow all other vessels the necessary space to navigate their course and carry out manoeuvres. You should not expect or rely on them to take evasive action.

A general ban on rowing boats, canoes and similar small crafts is applied in the case of water conditions that are in excess of the highest navigable water level (HNWL).

Information regarding water levels can be found on www.doris.bmvit.gv.at and also within the Smartphone App DoRIS mobile.

The **lock area** is defined by the Waterway Traffic Regulations. It is generally marked for each respective lock by the mandatory sign “use VHF channel”.

The special **information signs** for rowing boats in the lock area have to be observed.

Using the Lock Bypass Facility (“Umsetzanlage”)

Small vessels, which can be carried over land by the crew, **must use the lock bypass facility**. The provided transport trolleys must be returned to the **designated storage areas**.

If the **bypass facility** is not accessible or the vessel cannot be carried over land due to its **dimensions or weight**, the lock may be used. This exception does not however apply to standup paddlers.

The closure of the bypass facility is marked by an additional sign **“Bypass Facility Closed” (“Umsetzanlage gesperrt”)**. At the locks of Aschach, Persenbeug and Freudenau the closure is indicated by a sign “Bypass Facility Closed” and additionally by one or two red lights. If the bypass facility is not in operation, vehicles may use the lock.










Transport trolley at Persenbeug

Location Images of Lock Bypass Facilities

An overview of bypass facilities at individual locks can be found on the following pages.

Legend

-  Entry/exit point of the bypass facility
-  Transport trolley
-  Overland route
-  Waterway
-  Area restricted by buoys
-  Direction of flow
-  Traffic signal system

Aschach Lock

I When the weir is open, the bypass facility for rowing boats is closed and the lock is to be used.

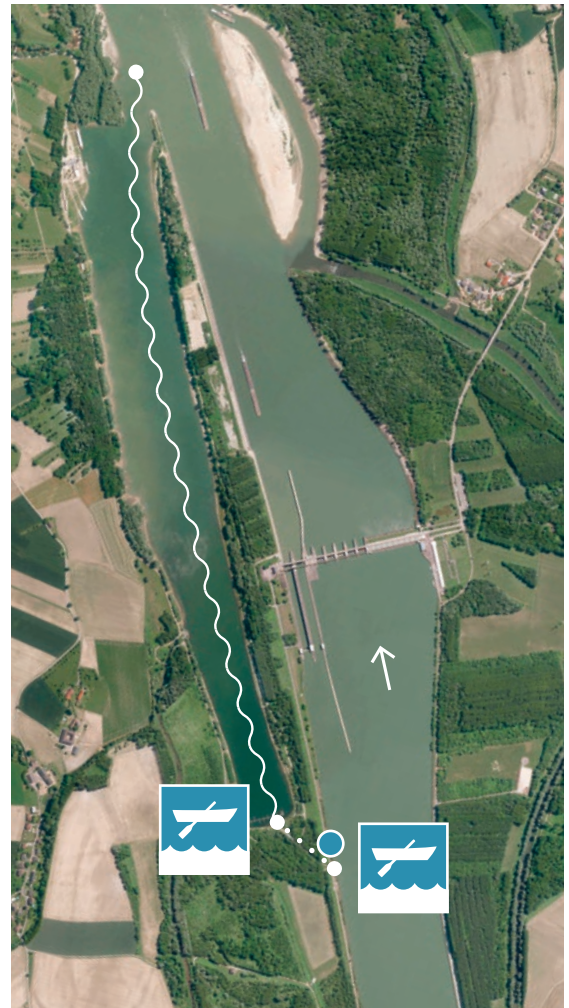
Entry/exit in the headwater is located just at the weir. In the tailwater it is located below the power plant and is accessed via a ramp. Transport trolleys are located at the power plant building.



Ottensheim Lock

Entry/exit in the headwater are located at the entry to the lock and at the upper end of the Danube old side-arm.

Transport trolleys are located at the entry/exit points.



Abwinden Lock

Entry/exit in the headwater are located at the entry to the lock and at the upper end of the Danube old side-arm.

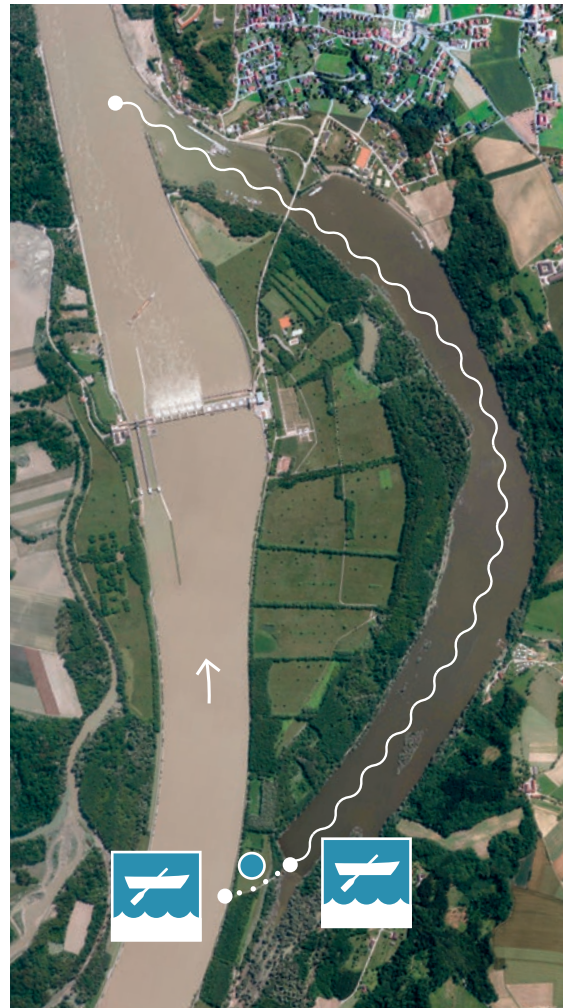
Transport trolleys are located on the footpath to the Danube old side-arm.



Wallsee Lock

Entry/exit in the headwater are located above the power plant and at the upper end of the Danube old side-arm.

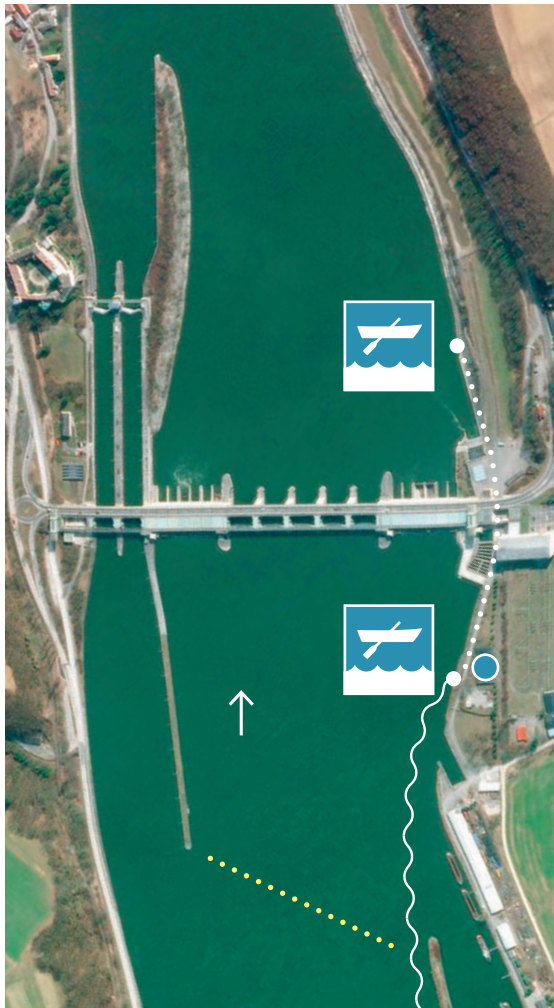
Transport trolleys are located at the headwater on the footpath to the Danube old side-arm.



Persenbeug Lock

I When the weir is open, the bypass system is closed and the lock is to be used.

Headwater entry/exit is located behind the area restricted by buoys and upstream from the power plant. In the tailwater it is located downstream from the power plant. Transport trolleys are located at the headwater entry/exit.



Melk Lock

Entry/exit points are located in the headwater at the entry to the lock and at the upper end of the Danube old side-arm. In the tailwater they are located at the lower end and at the mouth of the Danube old side-arm. Transport trolleys are located at both entry/exit points.



Altenwörth Lock

Entry/exit points in the headwater at the entry to the lock and at the upper end of the Danube old side-arm.

In the tailwater at the lower end of the Danube old side-arm at the crossing point.

Transport trolleys are located at the entry/exit points for the headwater and tailwater.



Greifenstein Lock

Entry/exit points in the headwater are located at the entry to the lock and at the upper end of the Danube old side-arm. In the tailwater they are located in front of the crossing point at the lower end and at the mouth of the Danube old side-arm.

Transport trolleys are located at both entry/exit points.



Freudenau Lock

i Observe the traffic signal for the lock bypass facility.

! When the weir is open, the bypass facility is closed and the lock is to be used.

Entry/exit in the headwater is located behind the area restricted by buoys, in the tailwater by the ramp.

Transport trolleys are located at the entry/exit points.



Nussdorf Lock on the Danube Canal

According to WVO § 20.05 Abs.5 regulation of navigation in the Vienna Danube Canal the entry into and exit from the Danube Canal near Nussdorf has to take place through the lock.

Unless the lock is out of operation due to high water, expected ice conditions or other compelling reasons, locking will be carried out **between April and October on working days, except for Saturdays, between 08:00 and 15:30.**

Pleasure and sports crafts are only locked through together with commercial vessels on liner service voyages, or after these have been locked. There is no entitlement to separate lockage. Standup paddlers cannot be locked.

Using the Locks – General Rules

If the bypass facility is not usable for the reasons stated above and locking is desired, contact with the lock keeper must be made to determine the order of locking.

Entry and exit from locks is regulated by traffic signal lights.

The wearing of a life vest is compulsory throughout the **locking process**. Without life vests, you will not be locked through.

As a rule, small vessels are not locked through individually, but together with other small vessels. When locked downstream together with **commercial vessels** (e.g. passenger ships), the **larger vessels must be allowed to enter and leave the lock first**.

Leaving the vessel whilst in the lock chamber is basically forbidden, except when it is necessary to make contact with the lock keeper.

Swimming and bathing is forbidden in the area of the lock and in lock chambers.

Always observe the **lock keeper's instructions**.

Notification of Arrival

There are reference locking times for small crafts (see table on page 30). However, entitlement to be locked through at these times cannot be guaranteed, especially in times of heavy commercial traffic. The lock keeper has sole discretion as to when and in which order locking takes place. We therefore ask for your understanding and patience when the reason for waiting times seems unclear.

Registration for locking is generally made via the orange telephone / intercom system located at the layby berths for recreational crafts. Alternatively, within the visual range of the respective lock keeper it is also possible to register via mobile phone. After contacting the lock keeper, wait for instructions.

Intercom System:

- Loudspeaker
- Talk panel
- Microphone



How to use the intercom system:

- Push the call lever and then release it: connection is made with the control tower
- When the lock keeper answers you can speak freely
- Once the conversation has ended, the lock keeper will terminate the connection

If you do not get the permission directly to enter the lock, please stop at the waiting berths for pleasure crafts and wait for further instructions by the lock keeper.

Entering the Lock

Overtaking other vessels is only permitted when instructed to do so by the lock keeper. If you are locked through together with commercial vessels (e.g. passenger vessels), the larger vessels must be allowed to enter the lock first. **All instructions from the lock keeper are to be observed.**

As a rule, small crafts must **always remain behind large vessels** when being locked through downstream and be moored in the lock chamber in such a way that there is always visual contact with the control tower.

Entering the lock is regulated by traffic signals with the following meanings:

One or two red lights when entering: **Entry prohibited**

Two green lights: **Entry allowed.**

Enter the lock promptly without causing a hindrance to other parties or vessels.





Bollard



Floating bollard

Enter as far as possible to the front of the lock chamber and moor in a way that does not obstruct other small crafts subsequently entering the lock.

Keep **sufficient distance** from other vessels.

When possible always moor on the side of the lock chamber where the floating bollards are located.

Fasten your boat securely with a rope or a boat hook to a floating bollard, a bollard or a ladder. Always tie the ropes to the bollard in such a way that repositioning is always possible during lockage, **otherwise there is a danger of capsizing and drowning!**

Notify the lock keeper by mobile telephone, shouting or hand signals that you are **ready for lockage**.

Lockage

The vessel must be securely fastened to a bollard, a floating bollard or a ladder.

During the lockage procedure, tie the ropes in such a way that collision with parts of the lock or other crafts is avoided. **Tie the rope with a tension that is suitable to the current water level.** Loosen or tighten the ropes according to the situation. Always choose a bollard according to the water level. If the water level changes so drastically that using another bollard becomes necessary, remove the loop from the bollard and moor the boat to a more suitable bollard.

Remain calm at all times and work methodically and without stress. Concentration and attention are of the utmost importance.

Always keep a knife within reach in order to be able to **cut the ropes in case of emergency!**

Lockage Downstream

Remember that, under certain circumstances, the weight of smaller vessels may be insufficient to ensure that the floating bollard slides smoothly. If the bollard becomes jammed there is a danger of the vessel becoming stuck and capsizing.



Yellow demarcation line



In case of emergency cut the ropes!

Lockage Upstream

If your craft is being locked upstream, you should be aware of the current caused by the inflow of the water into the lock chamber. Depending on its design, **a lock chamber can be filled with water** in various different ways:

At the locks at **Ottensheim, Abwinden, Wallsee, Melk, Altenwörth, Greifenstein** and **Freudenau** the inflow comes from openings in the lower head area resulting in **a strong flow upstream**. Due to the nature of the flow, the craft needs to be firmly secured.

At the above mentioned locks all recreational crafts with a length of less than 20 meters must be secured within the two thirds of the upstream section of the chamber. These areas of the lock chamber are marked with yellow or white demarcation lines.

In the **lock at Aschach**, the inflow is provided by slots in the floor of the lock chamber, resulting in a **weak flow**. Nevertheless, the craft still needs to be **firmly secured!**

In the **lock at Persenbeug**, the inflow is provided by the lifting of the upper head. Be aware that the lock at Persenbeug **does not have floating bollards!**

Exiting the Lock

As soon as the water level has equalized, the lock keeper will open the gates. Leaving the lock is regulated by a traffic signal system.

A red light: no exit!

Wait until the signal has changed to green.

A green light: exit allowed!

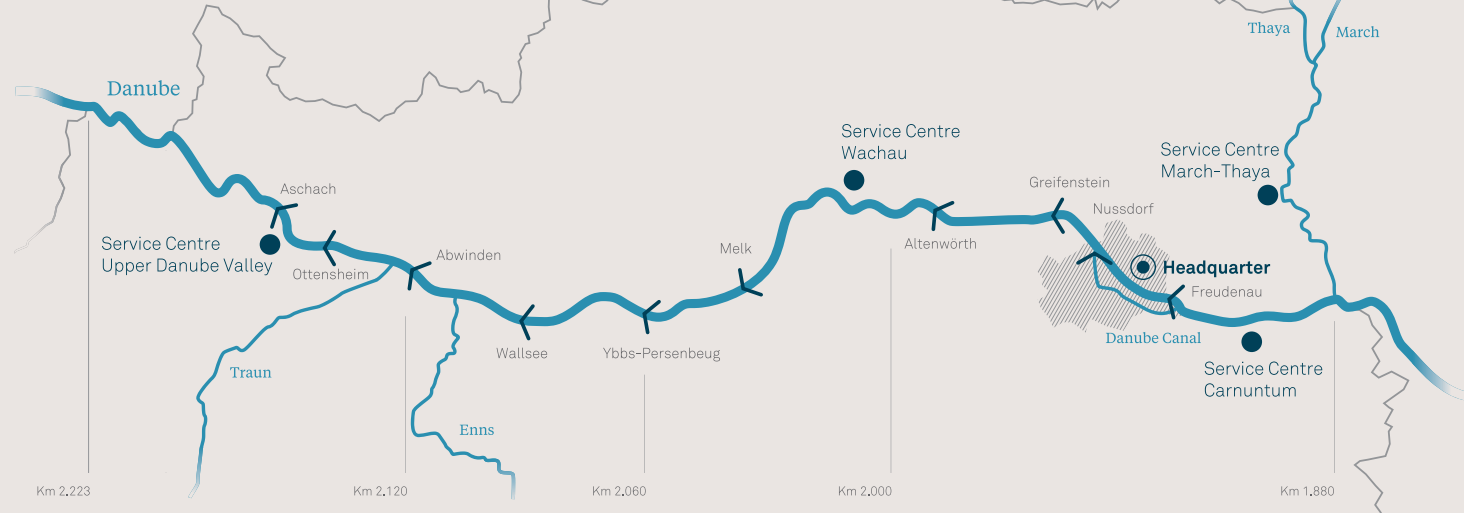
Leave the lock promptly, but in such a way as not to pose a danger to anyone else, and especially not yourself.

Should you be locked together with large vessels (e.g. passenger vessels), the large vessels must generally be allowed to leave the lock first.



Traffic lights at exit

Accessibility and Lockage Times on the Austrian Stretch of the Danube



lock	phone number	lock river-km	entry/exit point in headwater		lockage upstream			lockage downstream		
			river-km	riverbank						
Aschach	+43 (0) 504 321 6610	2162,670	2162,850	left	11:00	13:00	18:00	09:00	13:30	17:00
Ottensheim	+43 (0) 504 321 6620	2146,800	2147,850	left	10:00	12:00	17:00	10:30	14:30	18:00
Abwinden	+43 (0) 504 321 6630	2119,600	2120,540	left	10:30	15:00	18:30	09:00	13:00	17:00
Wallsee	+43 (0) 504 321 6640	2095,100	2097,400	right	09:00	13:30	17:00	10:30	14:30	18:30
Persenbeug	+43 (0) 504 321 6650	2060,420	2060,630	right	10:45	14:45	18:45	09:00	12:00	17:30
Melk	+43 (0) 504 321 6660	2038,100	2039,150	left	09:30	13:30	17:30	10:00	13:00	18:30
Altenwörth	+43 (0) 504 321 6670	1980,100	1981,700	left	10:30	13:15	16:00 * 19:00	09:00	11:00 * 14:30	16:45 19:00 *
Greifenstein	+43 (0) 504 321 6680	1949,200	1951,150	right	08:45	11:00	14:30 * 17:30	10:30	12:30 * 16:00	19:30 20:30 *
Nussdorf	+43 (0) 504 321 2505		0,260**	right	see page 21					
Freudenau	+43 (0) 504 321 6690	1921,050	1921,300	left	No fixed times! Lockage as and when possible					

* Sunday and bank holidays

** Danube Canal-km

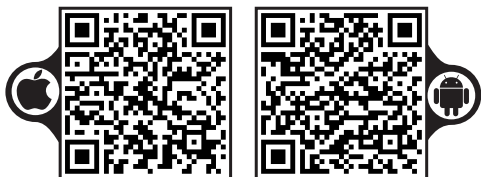
These are merely reference times for lockage. The right to have these respected does not apply during heavy traffic situations involving large vessels. When and how lockage is to be carried out is decided solely at the discretion of the lock keeper.



DoRIS mobile



DoRIS mobile provides
mobile navigation services
onto your mobile phone



Current electronic
version of this folder
(German/English)



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All information contained in this brochure is based on the current "Waterways Traffic Regulations" WVO, status 24. 4. 2019. viadonau does not assume any responsibility for the topicality, correctness, completeness or quality of the information provided.

viadonau

viadonau is a company established by the Federal Ministry for Transport, Innovation and Technology. More than 250 employees care for the natural landscape and waterway at six locations and ten locks along 378 river kilometres. Our common objective is the careful and sustainable development of the Danube as both a habitat and an economic region. Every measure we take and every service we offer is designed to enhance crucial environmental, safety and economical aspects. Our commitment is to a well-balanced, long-term strategy for the natural environment, the people living and working along the river and for Austria itself. The employees at the locks work around the clock for our customers and oversee the lockage of more than 100.000 vessels per year.

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