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](http://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 craft allowed to use the lock.

For further information on rowing and paddle sports on the Danube, please go to [www.bmvit.gv.at/verkehr/schifffahrt/binnen/aut/sportbootfahren.html](http://www.bmvit.gv.at/verkehr/schifffahrt/binnen/aut/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](http://nts.doris.bmvit.gv.at).

---

Table of Contents

Lock Glossary .............................................. 4

Relevant Waterway Signs ......................... 6

General Rules ............................................. 9

Using the Lock Bypass Facility ................. 10

Location Images of Lock Bypass Facilities .. 11

Lockage
  General Rules ........................................... 22
  Notification of Arrival ............................. 23
  Entering the Lock .................................... 25
  Lockage .................................................... 27
  Exiting the Lock ...................................... 29

Accessibility and Lockage Times .............. 30
## Lock Glossary

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Headwater</strong></td>
<td>area upstream from the lock</td>
</tr>
<tr>
<td><strong>Tailwater</strong></td>
<td>area downstream from the lock</td>
</tr>
<tr>
<td><strong>Lockage downstream</strong></td>
<td>downstream from headwater to tailwater</td>
</tr>
<tr>
<td><strong>Lockage upstream</strong></td>
<td>upstream from tailwater to headwater</td>
</tr>
<tr>
<td><strong>Right/left lock chamber</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Mooring post</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Demarcation lines</strong></td>
<td>vertical lines on the lock wall. All vessels must stay within the area marked by these demarcation lines until lockage has been completed.</td>
</tr>
<tr>
<td><strong>Lock gates</strong></td>
<td>gates which seal off the lock chamber from the upper and lower pounds.</td>
</tr>
<tr>
<td><strong>Upper head</strong></td>
<td>gate structure at the upstream end of a lock</td>
</tr>
<tr>
<td><strong>Lower head</strong></td>
<td>gate structure at the downstream end of a lock</td>
</tr>
<tr>
<td><strong>Upper edge</strong></td>
<td>upper third of the lock chamber towards the headwater</td>
</tr>
<tr>
<td><strong>Lower edge</strong></td>
<td>lower third of the lock chamber towards the tailwater</td>
</tr>
<tr>
<td><strong>Vessel impact guard</strong></td>
<td>a taut, steel rope with signal buoys stretched across the lock chamber to protect the gates from damage by vessels</td>
</tr>
<tr>
<td><strong>Bastion</strong></td>
<td>grouping area for commercial shipping</td>
</tr>
<tr>
<td><strong>Outside wall</strong></td>
<td>wall on the outer side of the lock chamber</td>
</tr>
<tr>
<td><strong>Intermediate wall</strong></td>
<td>wall separating the two lock chambers</td>
</tr>
<tr>
<td><strong>Control tower</strong></td>
<td>the lockkeeper’s workplace</td>
</tr>
<tr>
<td><strong>Lay-by berths</strong></td>
<td>waiting berths for ships. So-called “recreational craft waiting berths” are marked with additional signs (“For small craft waiting for lockage / für Kleinfahrzeuge, die auf Schleusung warten”)</td>
</tr>
<tr>
<td><strong>Bypass Facility</strong></td>
<td>Facility for portable small craft (e.g. rowing boats) which allows the boat to be removed from the water and bypass the lock facility using a transport trolley</td>
</tr>
</tbody>
</table>
Relevant Waterway Signs
IN ACCORDANCE WITH THE WATERWAYS TRAFFIC REGULATIONS

A – Prohibitory Signs

A.1 No Entry
A.7 Mooring on the bank prohibited
A.12 Motorised craft prohibited
A.14 Water-skiing prohibited
A.16 All craft other than motorised vessels or sailing craft 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

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 craft and the notice marks

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
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 craft 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 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”). This is additionally indicated by a red light at the locks of Aschach, Persenbeug and Freudenau.

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

Transport trolley at Persenbeug
Aschach Lock

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

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.
**Nussdorf Lock**

Entry/exit in the headwater is located between the mouth of the Danube Canal and the weir. In the tailwater it is located downstream from the weir. Transport trolleys are not available.

**Freudenau Lock**

1. Observe the traffic signal for the lock bypass facility.
2. 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.
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 craft (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 craft. After making contact with the lock keeper, wait for instructions.
Overtaking other vessels is only permitted when instructed to do so by the lockkeeper. 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.

---

**How to use the intercom system:**

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

In deviation from the Waterway traffic regulations the notification of arrival via mobile phone is allowed, provided that the call comes directly from a vessel that is not obstructing commercial traffic, is waiting at the pleasure craft waiting berth and remains within the field of vision of the control tower.
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 craft 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.
As soon as the water level has equalized, the lockkeeper 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.

---

**Exiting the Lock**

---

**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!
### Accessibility and Lockage Times on the Austrian Stretch of the Danube

<table>
<thead>
<tr>
<th>lock</th>
<th>phone number</th>
<th>lock river-km</th>
<th>entry/exit point in headwater</th>
<th>lockage upstream</th>
<th>lockage downstream</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aschach</td>
<td>+43 (0) 504 321 6610</td>
<td>2162,670</td>
<td>2162,850 left</td>
<td>11:00 13:00 18:00</td>
<td>09:00 13:30 17:00</td>
</tr>
<tr>
<td>Ottensheim</td>
<td>+43 (0) 504 321 6620</td>
<td>2146,800</td>
<td>2147,850 left</td>
<td>10:00 12:00 17:00</td>
<td>10:30 14:30 18:00</td>
</tr>
<tr>
<td>Abwinden</td>
<td>+43 (0) 504 321 6630</td>
<td>2119,600</td>
<td>2120,540 left</td>
<td>10:30 15:00 18:30</td>
<td>09:00 13:00 17:00</td>
</tr>
<tr>
<td>Wallsee</td>
<td>+43 (0) 504 321 6640</td>
<td>2095,100</td>
<td>2097,400 right</td>
<td>09:00 13:30 17:00</td>
<td>10:30 14:30 18:30</td>
</tr>
<tr>
<td>Persenbeug</td>
<td>+43 (0) 504 321 6650</td>
<td>2060,420</td>
<td>2060,630 right</td>
<td>10:45 14:45 18:45</td>
<td>09:00 12:00 17:30</td>
</tr>
<tr>
<td>Melk</td>
<td>+43 (0) 504 321 6660</td>
<td>2038,100</td>
<td>2039,150 left</td>
<td>09:30 13:30 17:30</td>
<td>10:00 13:00 18:30</td>
</tr>
<tr>
<td>Altenwörth</td>
<td>+43 (0) 504 321 6670</td>
<td>1980,100</td>
<td>1981,700 left</td>
<td>10:45 13:15 16:00* 19:00</td>
<td>09:00 11:00* 14:30 16:45 19:00*</td>
</tr>
<tr>
<td>Greifenstein</td>
<td>+43 (0) 504 321 6680</td>
<td>1949,200</td>
<td>1951,150 right</td>
<td>08:45 11:00 14:30* 17:30</td>
<td>10:30 12:30* 16:00 19:30 20:30*</td>
</tr>
<tr>
<td>Nussdorf</td>
<td>+43 (0) 504 321 2505</td>
<td>0,260**</td>
<td>0,260** right</td>
<td>see page 33</td>
<td><em>Sunday and bank holidays</em></td>
</tr>
<tr>
<td>Freudenau</td>
<td>+43 (0) 504 321 6690</td>
<td>1921,050</td>
<td>1921,300 left</td>
<td>No fixed times! Lockage as and when possible</td>
<td><em>Sunday and bank holidays</em></td>
</tr>
</tbody>
</table>

* 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 lockkeeper.

** Danube Canal-km
Nussdorf Lock on the Danube Canal

Small vessels that can be carried over land by the crew must use the bypass facility.

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 apply to standup paddlers.

In the months between April and October lockage is carried out on weekdays between 8:00 AM and 3:30 PM except for Saturdays.

Pleasure and sports craft 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.

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.