

bremenports

Bremen  Bremerhaven  GmbH & Co. KG

SCHEDULE OF PORT CHARGES
for the Ports of the Federal Land of Bremen
in Bremen and Bremerhaven

from 01.04.2006

valid from 01.02.2016

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Section 1
General Provisions

§ 1
Scope of Application

- (1) Port charges are levied for use of the port areas in the Federal Land of Bremen pursuant to this Schedule of Port Charges.
- (2) The area for which charges are levied covers the port area as defined in the Annex to § 1 Bremen Port Area Ordinance.
- (3) The port area covers:
 1. the Bremen city group of ports (Bremen)
 2. the Bremerhaven group of ports (Bremerhaven)

§ 2
Definition of Terms

For the purposes of this ordinance, the following definitions shall apply:

1. Port charges
Charges, ancillary charges and harbour pilot charges.
2. bremenports
The company bremenports GmbH & Co. KG which has been entrusted by the Senator for Economic Affairs and Ports with levying and collecting the port charges pursuant to Section 17 Bremen Port Operations Act ["Bremisches Hafengebührgesetz"].
3. Ports
The harbour basins, harbour mouths, outer harbours and lock chambers.
4. Facilities
Vessel handling facilities and berths, landing and operating facilities. Riverside facilities are facilities as defined in Sentence 1 which are located on the banks of the River Weser including the Kleine Weser and Geeste.
5. Sea boundary
The sea boundary is determined pursuant to Section 1, Third Regulation for the Implementation of the Right of Flag Act ["Flaggenrechtsgesetz"].
6. Vessels
Seagoing and inland waterway vessels, harbour vessels, recreational vessels, floating equipment and other floats which are generally intended to move. Hydroplanes and other non-water-displacing vessels, such as hovercraft and hydrofoils, are also defined as vessels.
7. Seagoing vessels
Vessels which have passed or will pass the German sea boundary.
8. Inland waterway traffic
Vessels whose ports of departure and destination lie within the German sea boundary.
9. Harbour vessels
Vessels used for commercial or official purposes which are intended primarily for operation inside the docks.

10. **Open-top vessels**
Vessels which are designed to carry containers and in which at least two thirds of the total cargo area are designed in an open-top configuration without hatch covers pursuant to the definition of terms in International Maritime Organisation Resolution (IMO) MSC.234(82) .
11. **Traditional vessels**
Museum and similar vessels including replicas of such vessels, which are operated solely for non-commercial purposes and which are intended to preserve maritime traditions, or serve social and similar purposes.
12. **Recreational vessels**
Recreational vessels used for sports and recreational purposes, including vessels which are operated on a commercial basis for training purposes in the recreational shipping sector.
13. **Passenger vessels**
Vessels used for the carriage of passengers subject to payment.
- 13a. **Commercially operated vessels and floating facilities**
Vessels and floating facilities which are permanently used in a profit-oriented economic capacity under the user's own responsibility and for its own account.
14. **Installation vessels**
Special-purpose vessels or platforms used for the erection of offshore wind energy plant.
15. **Special vessels**
Pontoons providing delivery services for the offshore industry, barges, floating cranes, barge trains and installation vessels without jack-up equipment.
16. **Other vessels**
Reconnaissance and screen vessels, tugs, vessels for the carriage of materials and/or persons, supply and repair vessels for maintenance work.
17. **Laid-up vessels**
Commercially operated vessels which temporarily cannot be used for their intended commercial purpose.
18. **Ship's command**
The master of a vessel or any other person responsible for the safety of the vessel.
19. **Shipowner**
Owner of a seagoing or inland waterway vessel or person who has assumed responsibility for operation of the vessel from the owner and who, on assuming such responsibility, has agreed to assume all duties and responsibilities incumbent on the owner.
20. **Time charterer**
A party who has chartered a seagoing or inland waterway vessel as a whole from a shipowner for a certain period and who determines the ports of call of the vessel.
21. **Authorised representative**
A person appointed by the ship's command, shipowner or time charterer to attend to tasks in connection with the dispatch of a seagoing or inland waterway vessel in the port, in particular vis-à-vis tug operators, pilots, mooringmen and port authorities.
22. **Gross tonnage (gt)**
The cubic capacity of a vessel. The gross tonnage calculated pursuant to the International Convention on Tonnage Measurement of 1969 (London Convention) (hereinafter "ITC '69").
23. **Handling**
Loading and discharge of vessels and freight containers including the transport of goods to be loaded and discharged goods on the quays, quay sheds, outdoor areas and other storage areas. Handling is also defined as passenger embarkation and disembarkation.

24. Floating facilities
Floating facilities which are not normally intended to move, in particular floating docks and landing stages. These shall be defined as vessels in case of transfer.
25. Trade areas
 1. Inland traffic
 2. Short-sea traffic
Traffic exclusively with the ports of the North Sea / Baltic
 3. European traffic
Traffic with the ports of Europe inclusive of Iceland and the other non-European Mediterranean ports
 4. Overseas traffic
All other traffic.
26. Scheduled traffic
Regular traffic which verifiably operates in a specified trade area in accordance with a published schedule.
27. Tramp traffic
Vessels which are not covered by the definition of scheduled or special traffic.
28. Special traffic
Vessels operating a scheduled service with only one type of cargo.
29. Bulk goods
Any solid matter (i.e. neither liquid nor gas), which consists of a mixture of particles, granules or other comparatively large components which are of a generally uniform composition and which can be loaded directly into a ship's hold without the use of additional receptacles.
30. Pilot services
Berthing, unberthing and shifting vessels.
31. Ancillary pilot services
Radio calibration, compass compensation, docking, launching and anchoring.
32. ESI
The Environmental Ship Index (ESI) serves as the basis for calculating the emission of pollutants by ships over and above the IMO regulations.
33. LNG (Liquefied Natural Gas)
Liquefied natural gas which is used as a fuel for powering combustion engines.
34. Dual Fuel
Vessels which can be operated with 2 types of fuel (LNG/methanol and diesel).

§ 3 Calculation Basis

- (1) The calculation basis is as follows:
 1. seagoing vessels: gt;
 2. open-top vessels: the reduced tonnage pursuant to ITC`69;
 3. non-measured vessels: the tonnage has to be individually calculated;
 4. inland waterway vessels: deadweight in tonnes;
 5. recreational vessels and traditional vessels: length overall in metres;
 6. commercially operated vessels and floating facilities: the m² figure which is the product of the length overall and beam overall
- (2) The calculation basis for the vehicle is the notified trade area.

- (3) If charges are also calculated according to periods of time, the full charge shall be payable for each part period of time.
- (4) If a vessel simultaneously fulfils the categories for two tonnage tariffs, only the higher tariff shall apply.
- (5) Overseas traffic vessels coming from a European port and calling at a Bremen port for the 2nd time within a period of 7 days pay 50% of the applicable charge rate.
- (6) Vessels which are liable to pay a tonnage charge and which use the Bremen port area for a period of more than 5 days pay 50% of the applicable charge rate for each further full or part period of 10 days.
- (7) Subject to the requirements defined in Annex 2, bremenports may grant a reduction in the tonnage charge on request, with the exception of vessels which are operated in the offshore industry. Applications should be submitted to bremenports no later than 31 March of each year for the preceding calendar year. Applications can also be submitted electronically.
- (8) Seagoing vessels which have paid a waste disposal charge for ship-generated oily waste and exhaust gas cleaning residues are entitled to the reimbursement of costs for standard waste disposal pursuant to Annex 3.

§ 4

Collection of the Port Charges, Payment Date

- (1) The port charges are levied by bremenports.
- (2) The level of the port charges is specified by bremenports; the port charges are payable within one month of notification. Surcharges for default in payment shall be calculated and levied pursuant to Section 23 (1) Bremen Fees and Contribution Act ["Bremisches Gebühren- und Beitragsgesetz"]. Sections 18 and 19 of the Bremen Port Operations Act shall apply indirectly.
- (3) bremenports is entitled to demand payment of the port charges before departure of the vessel.

§ 5

Notification

- (1) The data required for calculation and specification of the port charges must be submitted to the port authority pursuant to the notification obligation set forth in Section 6 Bremen Port Regulations ["Bremische Hafenordnung"].
- (2) Seagoing vessels are further obliged to present a valid ITC '69 to bremenports. The foregoing document need only be submitted the first time that the vessel calls at a Bremen port in any one calendar year, in case of any changes, or on demand by bremenports. The document can also be submitted in electronic form.
- (3) If the vessel fails to notify bremenports of the data specified in the above (1) and/or submit the ITC '69, bremenports shall determine the calculation basis at the expense of the party liable to pay the port charges.
- (4) Pursuant to Section 9 (3) and (4) Bremen Port Operations Act and Sections 55a, 56, 57 and 58 Bremen Port Regulations, the port authority is entitled to capture statistical data on the cargo handled by seagoing and inland waterway vessels. That data forms the basis for the business statistics of the Senator for Economic Affairs and Ports and is required for the purposes of port development and port management. The required data is specified in Annex 1.
- (5) Notification of the data pursuant to the above (1), (2) and (4) is the responsibility of the ship's command, shipowner, time charterer and/or their authorised representative. The data to be notified pursuant to the above (4) must be submitted to bremenports by the operator of a handling facility within 14 days of the vessel's departure.

Section 2
Charges and Ancillary Charges

§ 6
Tonnage Charge

(1) The tonnage charge is levied up to an upper limit of 125,000 gt for a period of five days for seagoing vessels which load or discharge cargo for commercial purposes in the ports.

Charge Elements	Charge Rate in Euros per gt
<u>Short-Sea Traffic</u>	
Vessels up to 7 000 gt	0.0316
Vessels up to 14 000 gt	0.0645
Vessels up to 21 000 gt	0.0813
Vessels over 21 000 gt	0.0982
<u>European Traffic</u>	
Tramp Traffic	
Vessels up to 7 000 gt	0.1181
Vessels over 7 000 gt	0.2472
Scheduled Traffic/ Special Traffic	
Vessels up to 7 000 gt	0.0585
Vessels up to 14 000 gt	0.1171
Vessels up to 21 000 gt	0.1755
Vessels over 21 000 gt	0.2048
Tankers	
Vessels up to 700 gt	0.1568
Vessels over 700 gt	0.2654
Car Carriers	
Vessels up to 20 000 gt	0.0347
Vessels up to 40 000 gt	0.0375
Vessels over 40 000 gt	0.0430
Ro-Ro Vessels	
Vessels up to 10 000 gt	0.0430
Vessels up to 20 000 gt	0.0432
Vessels over 20 000 gt	0.0486
Bulk Carriers	
	0.1358
<u>Overseas Traffic</u>	
Tramp Traffic	
Vessels up to 4000 gt	0.2233
Vessels over 4000 gt	0.4451

Scheduled Traffic/ Special Traffic	
Vessels up to 20 000 gt	0.2242
Vessels up to 50 000 gt	0.2317
Vessels over 50 000 gt	0.2374
Tankers	
Vessels up to 700 gt	0.2906
Vessels over 700 gt	0.4945
Car Carriers	
Vessels up to 50 000 gt	0.0927
Vessels up to 70 000 gt	0.0993
Vessels over 70 000 gt	0.1037
Ro-Ro Vessels	
Vessels up to 10 000 gt	0.1056
Vessels over 10 000 gt	0.1295
Bulk Carriers	0.3004
Other Traffic	
Reefers	0.2750
Passenger Vessels	0.2356
Reduced rates	
Stopovers (all voyages)	50%
Welcome rate (1 st voyage)	50%
3 rd -10 th voyage	25%
11 th -20 th voyage	30%
21 st -30 th voyage*	40%
as from 31 st voyage*	50%
*As from 1 st voyage	
Vessels calling at the Weser port of Bremen-Hemelingen only	0.1358
Vessels calling from public Weser ports in Lower Saxony	
One Weser port	
Vessels up to 4000 gt	0.1207
Vessels over 4000 gt	0.2569
Two Weser ports	
Vessels up to 4000 gt	0.0819
Vessels over 4000 gt	0.1714

**§ 6a
Offshore**

- (1) Offshore industry vessels shall pay the following charges for each port call:

Charge Elements	Period of Time	Calculation Basis	Charge Rate in Euros per gt
Installation vessels	for a maximum of 2 days		0.5158
Special vessels	for a maximum of 5 days		0.0397
Other vessels and units	for a maximum of 5 days	up to 1000 gt over 1000 gt	1.5300 0.0397

On expiry of the above periods of time, the berth charge will be calculated pursuant to § 7.

- (2) Offshore industry vessels which operate in and between the port groups of Bremen City and Bremerhaven and perform loading and discharging operations shall pay the following charges for each port call:

Charge Elements	Charge Rate in Euros
Installation vessels, special vessels, other vessels and units	0,0306

- (3) In lieu of the charge pursuant to the above (2), users can submit an application to pay a flat-rate monthly or flat-rate annual charge per calendar year. The flat-rate monthly charge shall amount to 20 times the daily rate pursuant to the above (2); the flat-rate annual charge shall amount to 6 times the flat-rate monthly charge.

**§ 7
Berth Charge**

- (1) Seagoing vessels which do not load or discharge cargo are liable to pay berth charges. Off-shore industry vessels shall pay berth charges insofar as they are not obliged to pay port charges pursuant to § 6a.

Charge Elements	Calculation Basis	Charge Rate in Euros
Seagoing vessels and vessels operated in the offshore industry	up to 7 days and per gt, but a minimum of 50.00 Euros per 7 days	0.0520
	as from 8 th day and per gt per 7 days, but a minimum of 50.00 Euros	0.0572
	as from 15 th day and per gt per 7 days, but a minimum of 50.00 Euros	0.0686
	as from 22 nd day and per gt per 7 days, but a minimum of 50.00 Euros	0.0823

- (2) Inland waterway vessels which do not load or discharge cargo, recreational vessels and traditional vessels shall pay the following berth charges:

Charge Elements	Period of time	Calculation Basis	Charge Rate in Euros
Inland waterway vessels	as from 15 th day per 14 days	per tonne deadweight	0.0500
Recreational vessels and traditional vessels	for each (part) day	per length overall in metres	1.0000

- (3) Vessels which are berthed at Fischereihafen Bremerhaven and which were in possession of a valid berthing permit prior to 1 January 2013 can apply to pay a flat-rate monthly or flat-rate annual charge in lieu of the daily charge pursuant to the above (2). The flat-rate monthly charge shall amount to 15 times the daily rate pursuant to the above (2); the flat-rate annual charge shall amount to 6 times the flat-rate monthly charge.

§ 8 Harbour Charge

The harbour charge is payable by inland waterway vessels which load or discharge cargo for commercial purposes in the ports.

Charge Elements	Calculation Basis	Charge Rate in Euros
Inland waterway vessels	per port call	33.00
	maximum per month	330.00

§ 9 Usage Charge

The usage charge is payable by

1. Passenger vessels which use facilities in the port area but are not liable to pay a tonnage charge. Four berths are calculated as one unit in the Bremen-Nord area. The annual charge amounts to € 3.15 per authorised passenger.

Calculation Basis Permissible no. of passengers	1-5 uses per annum/charge per use in euros	6-10 uses per annum/charge per use in euros	11-15 uses per annum/charge per use in euros	16 uses or more per annum, flat-rate annual charge in euros
up to 100	26.80	21.01	10.51	160.74
101 to 200	36.77	28.90	18.39	183.86
over 200	53.58	43.08	39.92	315.18

2. Other users of the facilities and water areas

Calculation Basis	Charge Rate in Euros
Harbour Vessels	
Flat-rate annual charge	
per harbour vessel up to 200 t deadweight	86.98
plus for each (part) 100 t deadweight	43.49
Barges towed by Seagoing Vessels	
Flat-rate annual charge	
Per barge up to 500 t deadweight	105.78
Per barge over 500 t deadweight	211.31
Tugs assisting Seagoing Vessels	
Flat-rate annual charge	517.00

Pilot Transfer Vessels	
Flat-rate annual charge	517.00
Bunker Vessels	
Flat-rate annual charge	442.34
Commercially Operated Vessels	
Per m ² and month	0.50
Min. € 60.00 per month	

§ 10 Waste Disposal

- (1) Disposal of ship-generated waste which is classified as domestic waste* is charged on the basis of 48-hour periods at the following rates:

Charge Element	120-litre Waste Container	Charge Rate in Euros
Seagoing Vessels		
up to 500 gt	1	10.88
from 501 gt to 1500 gt	1	11.53
from 1501 gt to 2500 gt	1	19.05
from 2501 gt to 3500 gt	2	38.09
from 3501 gt to 6000 gt	4	76.18
6001 gt or over	6	114.27
Each further waste container	1	10.37
Laid-up vessels (on request)	1	9.95

*) Ship's waste classified as domestic waste is defined as non-hazardous waste occurring during ship operations and which is governed by Annex V of the MARPOL Convention (OJ 1982 Part II P. 2) as amended from time to time, in particular waste food and packaging without hazardous residue including plastic.

- (2) A waste disposal charge is levied for the discharge of ship-generated oily waste and residues from exhaust gas cleaning:

Calculation Basis	Charge Rate in Euros
Seagoing vessels per gt	0.0090
Minimum 31.50 euros, maximum 450.00 euros	
Car carriers and ro-ro vessels per gt	0.0045
Minimum 15.75 euros, maximum 225.00 euros	

Ship-generated oily waste is defined as hazardous waste occurring during ship operations and governed by Annex I of the MARPOL Convention (OJ. 1982 Part II P.2 as amended from time to time), in particular oil sludge resulting from crude oil washing and bilge oils.

§ 11
Exemptions

- (1) The following vessels are exempt from the tonnage charge pursuant to § 6 and §6a:
 1. vessels travelling between the Bremen port areas and the German North Sea resorts;
 2. inshore and offshore fishing vessels which fall under the category of merchant shipping which discharge or load only fish and fish products in Bremerhaven; this does not apply to leisure and part-time fishing vessels.
 3. newly built and repaired vessels at a dockyard.

- (2) The following vessels are exempt from the charges pursuant to §§ 7 and 9:
 1. vessels which are owned by the Federal Land of Bremen, a Bremen municipality or the Federal Republic of Germany unless they are intended for purchase by the maritime shipping sector;
 2. vessels with only fish and fish products in Bremerhaven;
 3. recreational vessels at recreational club facilities;
 4. recreational vessels taking part in water sports events: for the duration of the event, but a maximum of 7 days after presentation of confirmation;
 5. recreational vessels used primarily for training purposes, provided the owner can submit written certification that the vessel has been used as a training vessel for a minimum of 90 voyages in the course of the year concerned. Training voyages must be for the sole purpose of acquiring a skipper's licence pursuant to the regulation concerning the aptitude and qualification for the operation of recreational vessels on sea lanes and inland waterways, with the exception of vessels used commercially for training purposes;
 6. newly built and repaired vessels at a dockyard.

- (3) The following vessels are exempt from the charges pursuant to §§ 6 to 9:
 1. Traditional vessels taking part in events for traditional vessels: for the duration of the event, but a maximum of 7 days after presentation of confirmation;
 2. vessels using the port area in Bremen as an emergency port.

Section 3
Harbour Pilot Charges

§ 12
Harbour Pilot Charges

- (1) A harbour pilot charge is payable for the service of pilots. The harbour pilot charge breaks down into:
 1. consultation fee;
 2. waiting fee;
 3. expenses.

- (2) Pilot services in Bremen are provided by the sea pilots organised in "Lotsenbrüderschaft Weser I". The harbour pilot charges are governed by the provisions of the Ships' Pilot Act. The consultation fee includes the pro rata costs of the central shore radar control of the Federal Land of Bremen.

- (3) Pilot services in Bremerhaven are provided by the harbour pilots organised in "Hafenlotsengesellschaft Bremerhaven".

(4) Consultation fees in Bremen:

	Berthing/Unberthing Tariff		Shifting Tariff	
		Shifting Group I excluding the Weser	Shifting Group II On the Weser excl. Industrieafen	Shifting Group III Using Oslebshausen lock
gt	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros
up to 300	27.17	112.32	142.56	206.47
301 - 500	30.85	121.06	150.64	215.19
501 - 750	33.33	129.12	160.07	223.27
751 - 1 000	35.79	139.21	167.45	232.02
1 001 - 1 250	38.88	145.93	176.87	240.75
1 251 - 1 500	41.97	156.03	185.62	249.50
1 501 - 1 750	45.69	164.10	193.00	257.56
1 751 - 2 000	48.15	172.16	202.42	266.30
2 001 - 2 250	50.62	181.58	209.81	273.71
2 251 - 2 500	53.08	188.96	219.91	283.80
2 501 - 2 750	58.02	198.39	227.31	290.53
2 751 - 3 000	61.73	206.47	236.72	300.62
3 001 - 3 250	64.81	215.19	244.80	308.67
3 251 - 3 500	67.89	223.27	252.86	317.43
3 501 - 3 750	72.21	232.02	262.95	326.84
3 751 - 4 000	75.92	240.75	270.34	333.55
4 001 - 4 250	79.01	249.50	279.77	343.64
4 251 - 4 500	82.71	257.56	287.16	351.05
4 501 - 4 750	87.03	266.30	296.57	360.46
4 751 - 5 000	90.12	273.71	304.66	368.53
5 001 - 5 500	94.44	290.53	321.45	386.02
5 501 - 6 000	98.77	308.67	338.27	402.15
6 001 - 6 500	103.71	326.84	355.08	419.64
6 501 - 7 000	107.39	343.64	372.57	436.46
7 001 - 7 500	112.35	360.46	390.72	453.26
7 501 - 8 000	116.65	377.26	407.53	471.44
8 001 - 8 500	120.98	394.09	423.67	487.56
8 501 - 9 000	124.69	411.58	441.17	505.05
9 001 - 9 500	130.23	428.39	458.66	522.53
9 501 - 10 000	133.95	444.52	475.45	539.36
10 001 - 10 500	137.64	462.67	491.60	556.16
10 501 - 11 000	143.20	480.17	509.09	572.97
11 001 - 11 500	147.53	496.31	526.57	590.46
11 501 - 12 000	151.22	513.12	544.06	607.94
12 001 - 12 500	156.17	529.94	560.19	624.08
12 501 - 13 000	160.48	547.42	577.02	641.55
13 001 - 13 500	164.19	564.91	593.82	657.69
13 501 - 14 000	169.13	581.03	611.29	675.19
14 001 - 14 500	173.44	597.85	628.80	692.00
14 501 - 15 000	177.15	615.34	644.92	709.49
15 001 - 15 500	182.09	633.49	663.10	726.99
15 501 - 16 000	187.03	650.31	679.22	743.80

	Berthing/Unberthing Tariff		Shifting Tariff	
		Shifting Group I excluding the Weser	Shifting Group II On the Weser excl. Industriehafen	Shifting Group III Using Oslebshausen lock
gt	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros
16 001 - 16 500	190.73	667.11	697.38	759.93
16 501 - 17 000	195.05	684.61	714.19	778.07
17 001 - 17 500	199.38	700.76	731.00	794.90
17 501 - 18 000	204.31	718.23	748.49	812.39
18 001 - 18 500	208.02	735.05	765.31	828.52
18 501 - 19 000	212.96	751.85	781.45	846.01
19 001 - 19 500	216.64	769.35	798.92	862.83
19 501 - 20 000	221.59	786.83	816.42	880.31
20 001 - 21 000	228.39	819.78	850.04	913.94
21 001 - 22 000	233.94	854.74	883.67	948.23
22 001 - 23 000	241.96	888.38	917.96	981.87
23 001 - 24 000	247.53	922.67	952.25	1016.82
24 001 - 25 000	253.68	956.97	985.89	1050.45
25 001 - 26 000	261.10	991.26	1020.85	1084.74
26 001 - 27 000	267.27	1024.89	1055.17	1118.38
27 001 - 28 000	273.44	1059.19	1089.44	1153.35
28 001 - 29 000	280.84	1093.49	1123.07	1186.30
29 001 - 30 000	287.02	1127.11	1157.36	1221.27
30 001 - 31 000	293.80	1160.74	1191.68	1255.55
31 001 - 32 000	300.61	1195.72	1224.63	1288.51
32 001 - 33 000	306.77	1228.66	1259.60	1324.14
33 001 - 34 000	313.56	1264.30	1292.54	1357.12
34 001 - 35 000	320.35	1297.93	1328.19	1392.07
35 001 - 36 000	326.52	1332.24	1361.81	1425.71
36 001 - 37 000	333.32	1365.85	1396.10	1459.99
37 001 - 38 000	340.10	1399.47	1429.74	1494.30
38 001 - 39 000	345.66	1435.11	1464.04	1527.93
39 001 - 40 000	352.45	1468.07	1498.32	1562.22
40 001 - 42 000	362.32	1537.34	1565.58	1629.47
42 001 - 44 000	372.82	1605.27	1634.19	1698.74
44 001 - 46 000	384.54	1672.51	1702.78	1765.99
46 001 - 48 000	394.42	1741.10	1772.04	1835.27
48 001 - 50 000	406.15	1808.35	1839.28	1903.19
50 001 - 60 000	461.09	2150.67	2180.25	2243.46
60 001 - 70 000	515.40	2491.62	2521.20	2584.42

The harbour pilot charge increases by € 55.56 in the berthing/unberthing tariff and by € 343.64 in the shifting tariff for each further full or part 10.000 gt.

- (5) For vessels which simultaneously take more than one pilot on board. the consultation fee pursuant to the above (4) is charged as follows:
1. two pilots: consultation fee x 1½
 2. three pilots: consultation fee x 2
 3. four pilots: consultation fee x 2½
 4. five pilots: consultation fee x 3
 5. six pilots: consultation fee x 3½
- (6) If several vessels are guided by one pilot. the leading vessel under a pilot shall pay the full consultation fee; each following vessel shall pay 25 % of the consultation fee.

(7) Consultation fees in Bremerhaven:

1. Vessels with less than 13.000 gt which do not use the lock pay a basic charge of € 33.71 and a surcharge of € 1.03 for each (part) 100 gt.
2. Vessels with 13.000 gt or more which do not use the lock pay a basic charge of € 170.72 and a surcharge of € 0.83 for each (part) 100 gt in excess of 13.000 gt.
3. Vessels with less than 13.000 gt which use the lock pay a basic charge of € 37.02 and a surcharge of € 1.60 for each (part) 100 gt.
4. Vessels with 13.000 gt or more which use the lock pay a basic charge of € 256.90 and a surcharge of € 1.15 for each (part) 100 gt in excess of 13.000 gt.
5. A pilot charge of € 386.00 is payable for shifting pontoons (wind energy).
6. If vessels are shifted, the unberthing and berthing manoeuvres are deemed to be two operations for which fees are payable pursuant to the above Numbers 1 to 5. This does not apply to vessels which are staffed with two pilots.
7. Ocean-going vessels with 500 gt or more are obliged to pay the harbour pilot charge even if they do not take on a pilot. The consultation fee payable by such vessels shall be reduced by 25% of the consultation fees pursuant to the above (1) to (4).
8. The following vessels which do not take on a pilot are exempt from payment of the consultation fee in Bremerhaven:
 - a) tugs assisting ocean-going vessels, floating cranes and fishing vessels up to 1000 gt;
 - b) passenger vessels operating to and from the German North Sea resorts;
 - c) vessels which are owned by the Federal Land of Bremen, a Bremen municipality or the Federal Republic of Germany unless they are intended for purchase by the maritime shipping sector;
 - d) vessels shifting in the area of adjacent dockyard pier facilities.

(8) Additional consultation fees:

1. A supplementary consultation fee will be charged in Bremen and Bremerhaven for any necessary ancillary services.

Number	Calculation basis gt	Sum in Euros
1.1.	up to 2 000	39.00
1.2	from 2 001 – 5 000	64.00
1.3.	from 5 001 – 10 000	104.00
1.4.	from 10 001 – 20 000	182.00
1.5.	from 20 001 – 30 000	236.00
1.6.	from 30 001 – 40 000	289.00
1.7.	for each further (part) 10 000 gt	50.00

2. Stationary engine testing and tension testing of a vessel pursuant to Numbers 1.1. to 1.6.
 3. A surcharge of 100 % of the consultation fee pursuant to the above (7) will be charged for shifting a vessel without use of the engine. This does not apply to fishing vessels.
 4. An additional consultation fee will be charged pursuant to the above 1.1 to 1.6. if. on request by the ship's command. a vessel is berthed with the current in Bremerhaven or has to be stopped and kept in waiting position for special reasons.
- (9) A waiting fee will be charged if:
- a) the harbour pilot has come on board at the agreed time. but commencement or continuation of the passage is delayed for more than 3 hours for reasons due to the vessel traffic situation in the roads; for each further full or part hour € 81.00.
 - b) the harbour pilot has come on board at the agreed time. but commencement or continuation of the passage is delayed for more than half an hour for reasons other than due to the vessel traffic situation in the roads; for each further full or part hour € 81.00. The foregoing provision shall also apply if a harbour pilot is ordered although the vessel is unable to commence its passage at the time of ordering owing to the tides.
 - c) the ordered harbour pilot is not taken on board or is dismissed again without performing his duties: for each full or part hour of his absence from base € 81.00 plus € 60.00 in expenses for the futile journey.
 - d) a waiting period occurs during pilotage for reasons beyond the control of the harbour pilot: on expiry of one hour and for each further full or part hour € 81.00. No waiting fee will be charged for waiting periods in a lock chamber.
 - e) the harbour pilot remains on board at the request of the ship's command or cannot disembark on completion of his duties: for each full or part hour until return to base € 81.00.
 - f) the full waiting fee will be charged for waiting periods prior to entering Oslebshausen lock as from expiry of a waiting period of one hour. No waiting fee will be charged for waiting periods inside the lock chamber.
- (10) Expenses:
1. Travel expenses in Bremen are charged pursuant to the applicable rates for the pilotage waters.
 2. Travel expenses in connection with pilotage of a vessel in Bremerhaven are charged at € 16.50.
 3. A specific-purpose flat-rate transfer charge of € 230.00 is levied in connection with pilotage of a vessel in Bremerhaven.

**Section 4
Other Provisions**

**§ 13
Tax Regulation**

All charges specified in this Schedule of Port Charges are net amounts as defined in value added tax legislation. If value added tax is payable on any services, it shall be payable over and above the charges specified in this Schedule pursuant to the applicable value added tax law as valid from time to time.

**§ 14
Processing Personal Data**

- (1) The data specified in § 5 may be processed within the scope of automated procedures to the extent necessary for the calculation and collection of the charges. After the invoice has been processed, any further use of the data is permissible only for the purposes of invoice checking or in anonymized form. The data must otherwise be locked. On completion of the invoicing procedure, the data must be deleted after a period of five years.
- (2) Personal data relating to the vessel for which the port charges are payable which has been captured and stored in automated and non-automated procedures and the data required for the issue of invoices can be transmitted to the party liable for costs.

**§ 15
Administrative Offences**

- (1) Pursuant to Section 21 (2) Bremen Port Operations Act, any person who fails to submit the data specified in § 5 commits an administrative offence.
- (2) Pursuant to Section 21 (6) Bremen Port Operations Act, the prosecution and punishment of such administrative offences is the responsibility of the Port Authority.

Annex 1 (to § 5 (4))

Notifiable Data

Data on	Explanation
Name of vessel	
Date	
Type of handling	loading/discharging
Type of goods	as stated in bill of lading, tally documents
Number	only for passengers and the following goods categories: vehicles, machines, construction parts, tractors/agricultural machines, containers (broken down according to number, 20 or 40 foot, loaded or empty)
Total weight	
Type of cargo	bulk cargo, general cargo

Annex 2 (to § 3 (7))

Reduction of Charges:

1. Additional Traffic

- 1.1 A reduction of charges can only be granted on submission of proof of additional traffic.
- 1.2 Additional traffic of a shipowner/charterer means the generation of additional revenues in terms of the tonnage charge owing to
- a) the deployment of larger vessels.
 - b) the introduction of new services.
 - c) an increase in the number of port calls
- in the calendar year which has just elapsed compared with the preceding year. This is established by bremenports.
- 1.3 The reduction shall amount to a maximum of 50% of the tonnage charge payable for the additional traffic determined.

2. ESI (Environmental Ship Index)

- 2.1. A total of 25 ships with the best ESI score ≥ 40 will receive a discount of 15 % per port call per quarter.

The discount will be granted at the end of the year and the figures verified by bremenports.

3. LNG Discount

- 3.1 Vehicles powered solely by LNG and methanol will receive the following discounts on the tonnage charge:

- a) during the first year 50 %
- b) during the second year 25 %
- c) during the third year 15%

Vessels with a dual fuel system will receive the following discounts on the tonnage charge:

- a) during the first year 25 %
- b) during the second year 12.5 %
- c) during the third year 7.5 %

The discount will be granted at the end of the year on submission of proof, which will be verified by bremenports.

Annex 3 (to § 3 (8))

Reimbursement of costs for standard disposal

Standard disposal includes travel of the waste disposal vehicle to and from the place of transfer. a maximum period of time for transfer of the waste and disposal of specified maximum quantities of oily residue from ship operations.

On submission of proof of expenditure. the costs of disposal of this waste can be reimbursed at a basic sum of € 450 for travel of the waste disposal vehicle to and from the place of transfer. incl. two hours of pumping operations. plus a quantity-based sum of € 30 per m³ up to the following maximum sums:

	gt		Max. disposal quantity	Max. reimbursement in Euros
	up to	3 500	6 m ³	630 Euro
3 501	up to	6 000	10 m ³	750 Euro
6 001	up to	10 000	15 m ³	900 Euro
10 001	up to	30 000	22 m ³	1110 Euro
30 001	up to	50 000	30 m ³	1350 Euro
	over	50 001	50 m ³	1950 Euro

Vessels with oil sludge treatment facilities which do not dispose of any oil sludge are entitled. on transfer of non-pumpable oil residue to reimbursement of the waste disposal costs sustained on submission of proof of expenditure up to a total basic sum of € 200 for travel of the waste disposal vehicle to and from the place of transfer and transfer of the waste (in barrels) plus a quantity-based sum of € 1.20 per litre up to the maximum reimbursement sums pursuant to sentence 2.

Each seagoing vessel is entitled to free disposal of up to 3 m³ of residues from exhaust gas cleaning. The time required for transfer (pumping operations) must not exceed one hour. The waste disposal company shall charge the vessels for larger quantities of waste or long pumping times.