



Schedule of Port Charges for the Ports of the Federal Land of Bremen

from **01.04.2006**
valid from **01.01.2019**



**BREMEN
BREMERHAVEN**
TWO CITIES. ONE PORT.

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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.

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(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.

a) 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.

b) Cruise liners

Passenger vessels which perform sea voyages of more than one day and call on several ports for tourist purposes.

(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) Shipyard and repair vessels

Vessels which are berthed at the ports of Bremen for the performance of repairs by shipyards or repair companies, inclusive of newly built vessels which are berthed at the ports of Bremen outside a shipyard for initial fitting out.

(18) Laid-up vessels

Commercially operated vessels which temporarily cannot be used for their intended commercial purpose.

(19) Ship's command

The master of a vessel or any other person responsible for the safety of the vessel.

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(20) 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.

(21) 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.

(22) 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.

(23) 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").

(24) 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.

(25) 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.

(26) 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.

(27) Scheduled traffic

Regular traffic which verifiably operates in a specified trade area in accordance with a published schedule.

(28) Tramp traffic

Vessels which are not covered by the definition of scheduled or special traffic.

(29) Special traffic

Vessels operating a scheduled service with only one type of cargo.

(30) 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.

(31) Pilot services

Berthing, unberthing and shifting vessels.

(32) Ancillary pilot services

Radio calibration, compass compensation, docking, launching and anchoring.

(33) ESI

The Environmental Ship Index (ESI) serves as the basis for calculating the emission of pollutants by ships: a score of zero is the minimum score required for compliance with the provisions of the IMO regulations as amended from time to time; a score of one hundred is the maximum score which can be reached if none of the emissions stated in the ESI occur.

a) ESI SOx score

The Environmental Ship Index SOx score (ESI SOx score) is one component of the ESI. The ESI SOx score indicates the extent to which a vessel falls below the levels stated in the IMO regulations in terms of the sulphur content of its fuel oil. A score of zero means that the statutory requirements are satisfied; a score of 100 points can be achieved if the vessel emits no SOx.

(34) LNG (Liquefied Natural Gas)

Liquefied natural gas which is used as a fuel for powering combustion engines.

§ 3 Calculation Basis

(1) The calculation basis is as follows:

1. seagoing vessels: as a rule, the calculation basis is the gt;
2. open-top vessels: the reduced tonnage pursuant to ITC` 69;
3. other non-measured vessels: the tonnage has to be individually calculated;
4. inland waterway vessels which do not load or discharge cargo: deadweight in tonnes;
5. recreational vessels and traditional vessels: length overall in metres;
6. commercially operated vessels and floating facilities: the figure in square metres 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, the higher tariff shall apply.

§ 3a Party liable for Payment

- (1) The party liable for payment of the port charges is as follows:
1. the party who is individually accountable for use of the port area in the Federal Land of Bremen or who has instigated use of the port,
 2. the party who has issued a statement to the authority or stated vis-à-vis the authority that it has assumed liability for payment of the charges owed by another party, or
 3. the party who is legally liable for payment of the charges owed by another party.
- (2) Parties liable for payment of the charges pursuant to the above (1) are in particular:
1. the shipper
 2. the charterer
 3. the owner.
- (3) If more than one party is liable for payment of the charges, they shall be jointly and severally liable.

§ 3b Reduction of Charges

- (1) Overseas traffic vessels which, after departing from the ports of Bremen, return to the same ports from a European port within a period of 7 days shall receive a 75 per cent discount on the tonnage charge payable for the second port call, provided the same party is liable for payment of the charges in both cases.
- (2) Vessels which are liable to pay a tonnage charge and which use the Bremen port area for a period of more than 5 days shall pay 50 per cent of the applicable charge rate for each further full or part period of 10 days.
- (3) Shipowners or charterers whose vessels are charged at the rate for overseas scheduled/special traffic shall be entitled to the following frequency discounts on the tonnage charge for the calendar year:

150th to 249th call	15 per cent
as from 250th call	20 per cent

The frequency discount will be granted at the end of a year. If a frequency discount is granted, no discount will be granted for additional traffic pursuant to (5) No. 1.

- (4) Shipowners or charterers whose cruise vessels call at the ports of Bremen shall receive a welcome discount of 50 per cent on the tonnage charge for the first call and for all stopover calls. The following frequency discounts on the tonnage charge will be granted for the calendar year:

3rd to 10th call	25 per cent
11th to 20th call	30 per cent
21st to 30th call*	40 per cent
as from 31st call*	50 per cent

* on all port calls with the exception of stopover calls for which the welcome discount has already been granted.

- (5) 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. Reductions will be granted subject to the following conditions:

1. Additional Traffic

The shipowner/charterer shall submit proof of additional traffic. 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. The reduction shall amount to a maximum of 50 per cent of the tonnage charge payable for the additional traffic which has been verified. If a frequency discount pursuant to the above (3) is granted, no reduction for additional traffic will be granted.

2. ESI discount (Environmental Ship Index)

A total of 25 ships with the best ESI score ≥ 40 will receive a discount of 15 per cent per port call per quarter, up to a maximum of 4500 euros. The discount will be granted at the end of the year. Applications must be submitted by the party liable for payment of the charges. The figures will be verified by bremenports. If an LNG discount pursuant to the following No. 3 is granted, no ESI discount will be granted.

3. LNG Discount

Vehicles powered solely by LNG or methanol and which have an ESI SO_x score of >98 will receive a discount of 20 per cent per port call, up to a maximum of 6000 euros. The discount will be granted at the end of the year. Applications must be submitted by the party liable for payment of the charges. The figures will be verified by bremenports. If an ESI discount pursuant to the above No. 2 is granted, no LNG discount will be granted.

§ 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 ITC '69 is not submitted or the vessel fails to report the necessary information required for calculation of the port charges and ancillary charges pursuant to the above (1), or reports incomplete or incorrect information and this causes additional administrative work for bremenports to ascertain the date or calculate the port charges and/or ancillary charges, the costs sustained in that connection shall be calculated on the basis of the hourly rate as valid from time to time and levied upon the party liable to pay the 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

The tonnage charge is levied 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
SHORT-SEA TRAFFIC	
Vessels up to 10,000 gt	0.0341
Vessels over 10,000 gt	0.0941
EUROPEAN TRAFFIC	
Tramp Traffic	
Vessels up to 7000 gt	0.1241
Vessels over 7000 gt	0.2598
Scheduled Traffic/ Special Traffic	
Vessels up to 14,000 gt	0.1195
Vessels up to 21,000 gt	0.1844
Vessels over 21,000 gt	0.2151
Tankers	
Vessels up to 700 gt	0.1648
Vessels over 700 gt	0.2790
Car Carriers	
Vessels up to 30,000 gt	0.0389
Vessels over 30,000 gt	0.0441
Ro-Ro Vessels	
Vessels up to 20,000 gt	0.0454
Vessels over 20,000 gt	0.0511
Bulk Carriers	0.1427

OVERSEAS TRAFFIC	
Tramp Traffic	0.4575
Scheduled Traffic/ Special Traffic	0.2365
Tankers	0.5094
Car Carriers	0.1025
Ro-Ro Vessels	0.1120
Bulk Carriers	0.3095
OTHER TRAFFIC	
Reefers	0.2891
Cruise Vessels	0.2477
Vessels calling at the Weser port of Bremen-Hemelingen only	0.1427
Vessels calling from public Weser ports in Lower Saxony	
One Weser port	
Vessels up to 4000 gt	0.1268
Vessels over 4000 gt	0.2700
Two Weser ports	
Vessels up to 4000 gt	0.0861
Vessels over 4000 gt	0.1801

**§ 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 for each day or part day		0.5420
Special vessels	for a maximum of 5 days for each day or part day		0.0417
Other vessels and units	for a maximum of 5 days for each day or part day	up to 1000 gt over 1000 gt	1.6077 0,0417

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 per gt
Installation vessels, special vessels, other vessels and units	0.0321

(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. Offshore 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 per 7 days, but a minimum of 51.00 Euros per 7 days	0.0547
	as from 8th day and per gt per 7 days, but a minimum of 51.00 Euros	0.0602
	as from 15th day and per gt per 7 days, but a minimum of 51.00 Euros	0.0721
	as from 22nd day and per gt per 7 days, but a minimum of 51.00 Euros	0.0865

- (2) Shipyard and repair vessels pay 50 per cent of the berth charges specified in the above (1).
- (3) 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 1st day per 14 days, but a minimum of 40.00 Euros	per tonne deadweight	0.0258
Recreational vessels and traditional vessels	for each (part) day	per length overall in metres	1.0506

§ 8 Harbour Charge

The harbour charge is payable for a period of 5 days 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	34.00

§ 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 3.65 Euros per authorised passenger.
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	91.40
plus for each (part) 100 t deadweight	45.71
Barges towed by Seagoing Vessels	
per barge up to 500 t deadweight	111.16
per barge over 500 t deadweight	222.04
Tugs assisting Seagoing Vessels	
Flat-rate annual charge	543.26
Pilot Transfer Vessels	
Flat-rate annual charge	543.26
Bunker Vessels	
Flat-rate annual charge	464.81
Commercially Operated Vessels and Floating Facilities	
Per m ² and month Min. 69.30 Euros per month	0.59

§ 10 Waste Disposal

- (1) The following charges shall be levied for the disposal of waste which is classified as domestic waste and other waste occurring during ship operations which is governed by Annex V of the MARPOL Convention (OJ 1982 Part II P. 2) as amended from time to time for a period of 72 hours in each case.

Charge Elements	Charge Rate in Euros
SEAGOING VESSELS	
up to 1500 gt	24.20
from 1501 gt to 2500 gt	32.27
from 2501 gt to 3500 gt	64.47
from 3501 gt to 6000 gt	107.47
from 6001 gt to 10,000 gt	125.37
from 10,001 gt to 30,000 gt	131.38
30,001 gt or over	149.29

- (2) Vessels which pay charges pursuant to the above (1) will be provided with the following receptacles for the separation of waste prior to disposal.

Vessels up to 3500 gt

Category pursuant to MARPOL Annex V	Waste category	Receptacle size
A	Plastic	120 l
B	Food waste	120 l
C	Domestic waste - paper	120 l
C	Domestic waste - glass	120 l
C	Domestic waste - metal	120 l
F	Contaminated absorbent materials	120 l

Vessels up to 3501 gt or over

Category pursuant to MARPOL Annex V	Waste category	Receptacle size
A	Plastic	240 l
B	Food waste	240 l
C	Domestic waste - paper	240 l
C	Domestic waste - glass	240 l
C	Domestic waste - metal	240 l
F	Contaminated absorbent materials	240 l

Vessels are also permitted to dispose of edible oils free of charge in receptacles with a volume that does not exceed 30 l. The receptacles must be provided by the vessel. The maximum disposal volume is 30 litres for vessels up to 3500 gt and 60 litres for vessels of 3501 gt or over.

- (3) Vessels which use the receptacles specified in the above (2) in accordance with their intended purpose for the individual waste category concerned shall additionally receive one of the following receptacles in each category free of charge on request.

Category pursuant to MARPOL Annex V	Waste category	Receptacle size
E	Ash from combustion equipment	240 l
F	Mixed operating waste	1 100 l

- (4) Other receptacles over and above the receptacles specified in the above (2) and (3) can be ordered and are subject to the following charges.

Category pursuant to MARPOL Annex V	Waste category	Receptacle size	Charge Rate in Euros
A	Plastic	240 l	18.10
B	Food waste	240 l	20.90
C	Domestic waste - paper	240 l	10.40
C	Domestic waste - glass	240 l	10.40
C	Domestic waste - metal	240 l	7.40
D	Edible oil	30 l ¹	15.70

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F	Contaminated absorbent materials	240 l	20.80
E	Ash from combustion equipment	240 l	28.90
F	Mixed operating waste	1 100 l	35.00

¹Receptacles with a volume of up to 30 litres must be provided by the vessel.

- (5) Vessels which do not use the receptacles specified in the above (2) and (4) in accordance with their intended purpose for the individual waste category concerned shall be obliged to pay a surcharge for the additional disposal work for a period of 72 hours.

Charge Elements	Charge Rate in Euros
Vessels up to 3500 gt	20.60
Vessels of 3501 gt or over	34.40

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

Charge Basis	Charge Rate in Euros
Seagoing vessels per gt Minimum 63.00 euros, maximum 1200.00 euros	0.0180
Car carriers and ro-ro vessels per gt Minimum 31.50 euros, maximum 600.00 euros	0.0090

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), in particular oil sludge re-sulting from crude oil washing and bilge oils.

- (7) 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 2.

§ 11 Exemptions

- (1) The following vessels are exempt from payment of the charges pursuant to § 6 and § 6a:
- vessels travelling between the Bremen port areas and the German North Sea resorts;
 - 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.
 - 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 license 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		
	Industrie- hafen	Tidehafen	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	Sum in Euros
Up to 300	35.23	31.28	118.45	150.33	217.74
301 -500	40.01	35.52	127.66	158.86	226.93
501-750	43.21	38.36	136.17	168.80	235.45
751-1000	46.41	41.20	146.81	176.59	244.67
1001-1250	50.42	44.76	153.89	186.52	253.89
1251-1500	54.43	48.32	164.55	195.75	263.12
1501-1750	59.24	52.59	173.06	203.52	271.61
1751-2000	62.43	55.43	181.56	213.47	280.84
2001-2250	65.63	58.26	191.48	221.26	288.64
2251-2500	68.82	61.10	199.28	231.90	299.28
2501-2750	75.24	66.79	209.21	239.72	306.38



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Berthing/Unberthing Tariff			Shifting Tariff		
	Industrie- hafen	Tidehafen	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	Sum in Euros
2751-3000	80.04	71.05	217.74	249.63	317.02
3001-3250	84.04	74.61	226.93	258.15	325.51
3251-3500	88.03	78.15	235.45	266.66	334.75
3501-3750	93.63	83.12	244.67	277.30	344.68
3751-4000	98.44	87.39	253.89	285.09	351.75
4001-4250	102.45	90.95	263.12	295.04	362.39
4251-4500	107.24	95.20	271.61	302.83	370.20
4501-4750	112.85	100.18	280.84	312.75	380.13
4751-5000	116.86	103.74	288.64	321.29	388.64
5001-5500	122.46	108.72	306.38	338.99	407.08
5501-6000	128.06	113.69	325.51	356.73	424.10
6001-6500	134.47	119.38	344.68	374.46	442.53
6501-7000	139.25	123.62	362.39	392.90	460.27
7001-7500	145.67	129.33	380.13	412.04	477.99
7501-8000	151.25	134.28	397.85	429.76	497.16
8001-8500	156.86	139.26	415.59	446.79	514.17
8501-9000	161.67	143.53	434.03	465.24	532.60
9001-9500	168.87	149.92	451.76	483.68	551.04
9501-10,000	173.68	154.19	468.77	501.40	568.80
10,001-10,500	178.46	158.44	487.92	518.43	586.51
10,501-11,000	185.68	164.84	506.36	536.87	604.24
11,001-11,500	191.29	169.83	523.39	555.30	622.68
11,501-12,000	196.08	174.07	541.12	573.74	641.11
12,001-12,500	202.49	179.77	558.86	590.76	658.13

Berthing/Unberthing Tariff			Shifting Tariff		
gt	Industrie- hafen	Tidehafen	Shifting Group I excluding the Weser	Shifting Group II On the Weser excl. Industriehafen	Shifting Group III Using Oslebshausen lock
	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros
12,501-13,000	208.08	184.73	577.28	608.51	676.55
13,001-13,500	212.89	189.00	595.74	626.22	693.57
13,501-14,000	219.30	194.69	612.73	644.65	712.04
14,001-14,500	224.90	199.66	630.48	663.11	729.76
14,501-15,000	229.69	203.92	648.92	680.11	748.20
15,001-15,500	236.10	209.60	668.06	699.28	766.65
15,501-16,000	242.51	215.30	685.80	716.28	784.38
16,001-16,500	247.31	219.56	703.51	735.43	801.39
16,501-17,000	252.91	224.53	721.96	753.16	820.52
17,001-17,500	258.51	229.50	739.00	770.88	838.27
17,501-18,000	264.91	235.18	757.41	789.33	856.71
18,001-18,500	269.72	239.46	775.15	807.07	873.72
18,501-19,000	276.13	245.14	792.87	824.09	892.17
19,001-19,500	280.90	249.38	811.33	842.51	909.91
19,501-20,000	287.33	255.08	829.76	860.96	928.34
20,001-21,000	296.14	262.90	864.51	896.42	963.81
21,001-22,000	303.34	269.30	901.38	931.89	999.97
22,001-23,000	313.74	278.53	936.86	968.04	1035.44
23,001-24,000	320.94	284.93	973.01	1004.20	1072.29
24,001-25,000	328.94	292.02	1009.19	1039.68	1107.77
25,001-26,000	338.55	300.56	1045.34	1076.55	1143.93
26,001-27,000	346.55	307.66	1080.80	1112.74	1179.40
27,001-28,000	354.55	314.76	1116.99	1148.88	1216.28
28,001-29,000	364.16	323.29	1153.15	1184.35	1251.03

Berthing/Unberthing Tariff			Shifting Tariff		
gt	Industrie- hafen Sum in Euros	Tidehafen Sum in Euros	Shifting Group I excluding the Weser Sum in Euros	Shifting Group II On the Weser excl. Industrie- hafen Sum in Euros	Shifting Group III Using Oslebshausen lock Sum in Euros
29,001-30,000	372.16	330.40	1188.60	1220.51	1287.90
30,001-31,000	380.96	338.21	1224.07	1256.80	1324.06
31,001-32,000	389.78	346.03	1260.96	1291.45	1358.82
32,001-33,000	397.76	353.12	1295.70	1328.33	1396.40
33,001-34,000	406.57	360.94	1333.28	1363.07	1431.17
34,001-35,000	415.37	368.76	1368.75	1400.66	1468.02
35,001-36,000	423.37	375.86	1404.93	1436.12	1503.50
36,001-37,000	432.19	383.69	1440.37	1472.28	1539.66
37,001-38,000	440.98	391.50	1475.84	1507.75	1575.83
38,001-39,000	448.19	397.89	1513.42	1543.92	1611.29
39,001-40,000	457.00	405.71	1548.17	1580.08	1647.47
40,001-42,000	469.80	417.08	1621.23	1651.00	1718.38
42,001-44,000	483.41	429.16	1692.85	1723.35	1791.43
44,001-46,000	498.60	442.65	1763.77	1795.68	1862.34
46,001-48,000	511.42	454.03	1836.10	1868.73	1935.41
48,001-50,000	526.62	467.52	1907.02	1939.64	2007.03
50,001-60,000	597.86	530.77	2268.01	2299.21	2365.87
60,001-70,000	668.28	593.28	2627.57	2658.75	2725.43

The harbour pilot charge increases by 72.04 Euros in the berthing/unberthing tariff for Industrie-
hafen, by 63.96 Euros in the berthing/unberthing tariff for Tidehafen and
by 362.93 Euros 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 per cent 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 per cent 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 ship-ping 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 *Zusätzliches Beratungsgeld*:

Number	Calculation basis gt	Sum in Euros
1.1.	up to 2,000	41.00
1.2	from 2,001 – 5,000	67.00
1.3.	from 5,001 – 10,000	109.00
1.4.	from 10,001 – 20,000	191.00
1.5.	from 20,001 – 30,000	247.00
1.6.	from 30,001 – 40,000	302.00
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 per cent 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 € 84.00.
- 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 € 84.00. 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 € 84.00 plus € 63.00 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 € 84.00. No waiting fee will be charged for waiting periods in a lock chamber.

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- 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 € 84.00.
 - 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 € 18.50.
 - 3. A specific-purpose flat-rate transfer charge of € 230.00 is levied in connection with pilotage of a vessel in Bremerhaven.
- (11) Vessels which have to take several pilots on board simultaneously shall pay the consultation fees specified in the above (7) Numbers 1 to 5. the additional consultation fee specified in the above (8). the waiting fee specified in the above (9) and the travel expenses specified in the above (10) Number 2 according to the number of pilots

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	Type of cargo bulk cargo, general cargo

Annex 2 (to § 10 (7))

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 € 500 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 € 45 per m³ up to the following maximum sums:

		gt	Max. disposal quantity	Max. reimbursement in Euros
	up to	3500	6 m ³	770.00 Euros
3501	up to	6000	10 m ³	950.00 Euros
6001	up to	10,000	15 m ³	1175.00 Euros
10,001	up to	30,000	22 m ³	1490.00 Euros
30,001	up to	50,000	30 m ³	1850.00 Euros
	over	50,001	50 m ³	2750.00 Euros

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 € 220 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 € 1.80 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.