



Schedule of Port Charges

for the Ports of the Federal
Land of Bremen

from **01.04.2006**
Valid from **01.01.2024**



**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 Science and Ports with levying and collecting the port charges pursuant to Section 17 Bremen Port Operations Act [“Bremisches Hafengebriehsgesetz“].

(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 are also defined as vessels.

(7) Seagoing vessels

Vessels which have passed or will pass the German sea boundary.

(8) Inland waterway vessels

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 port area and which as such have been licensed by Bremen Port Authority [“Hansestadt Bremisches Hafenamt”].

(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.

(13b) 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 patrol vessels, tugs, vessels for the carriage of materials and/or persons, supply and repair vessels for maintenance work.

(16a) Floating docks

Floating docks are steel, hollow floats which are used to raise the vessel out of the water to enable work to be performed on the underwater hull.

(16b) Bodies

Bodies are finished, buoyant hulls which contain no technical equipment.

(16a) Sections

Sections are buoyant parts of a vessel which are manoeuvred with the help of tugs, typically individual sections of a new-build vessel or a vessel extension, such as the stem, part of the bottom or an entire midship section.

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(16d) Pontoons

Pontoons do not have a propulsion system and, in contrast to non-self-propelled vessels, do not normally have a streamlined design. Pontoons are manoeuvred with the help of seagoing or harbour tugs.

(16e) Barge trains

Barge trains are vehicles with engine propulsion which operate in a train to tow floating docks, bodies, sections and pontoons. Taking in tow means the takeover of propulsion of one vehicle by another, where the towed vehicle is pulled, pushed or towed alongside.

(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.

(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/or discharged goods on the quays, in the quay sheds, on outdoor areas and other storage areas. The term handling also covers 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

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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.

(33a) 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. recreational vessels and traditional vessels: length overall in metres;
5. commercially operated vessels and floating facilities: the figure in square metres which is the product of the length overall and beam overall;

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6. port vessels, barges and lighters used in inland shipping: per ton deadweight
7. passenger vessels: the permissible number of passengers.

- (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 ship operator
 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 or for overseas car carrier 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

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The frequency discount shall be granted at the end of a year. If a frequency discount is granted, no discount shall 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 shall 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

- (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 in writing or electronically no later than 31 March of each year for the preceding calendar year. Reductions shall 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 shall be verified 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) or (3a) is granted, no reduction for additional traffic shall be granted.

2. ESI Discount (Environmental Ship Index)

A total of 25 ships with the best ESI score ≥ 45 shall receive a discount of 15 per cent per port call per quarter, up to a maximum of 4500 Euros. The discount shall be granted at the end of the year. Applications must be submitted by the party liable for payment of the charges. The figures shall be verified by bremenports. If an LNG discount pursuant to the following No. 3 is granted, no ESI discount shall be granted.

2a. ESI (Environmental Ship Index) Noise Discount

Vessels which have a noise label which is entered in the ESI database shall receive an additional 20 ESI points.

3. LNG Discount

Vehicles powered solely by LNG or methanol and which have an ESI SO_x score of >98 shall receive a discount of 20 per cent per port call, up to a maximum of 6000 Euros. The discount shall be granted at the end of the year. Applications must be submitted by the party liable for payment of the charges. The figures shall be verified by

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bremenports. If an ESI discount pursuant to the above No. 2 is granted, no LNG discount shall be granted.

(6) Inland waterway vessels which pay port charges pursuant to § 8 shall receive the following discounts:

1. Additional Traffic

Parties liable to pay charges who submit proof of additional traffic resulting from an increase in the number of charged berth days at the port for the calendar year which has just elapsed compared with the preceding year can apply for a discount for additional traffic. Applications should be submitted to bremenports in writing or electronically no later than 31 March of each year for the preceding calendar year. The reduction shall amount to a maximum of 50 per cent of the harbour charge payable for the additional traffic which has been established. The figures shall be verified by bremenports.

2. Environmental Discount

Inland waterway vessels shall receive a discount of 10 per cent on the harbour charges per port call if they outperform

- a) the Stage II emission limit specified by the Central Commission for the Navigation of the Rhine (CCNR) (CCNR Protocol, Resolution of the Central Commission for the Navigation of the Rhine dated 11 May 2000), or
- b) Stage V pursuant to Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (NRMM Directive (EU) 2016/1629 (OJ L 252 of 16 September 2016, P. 118)

The NO_x score must be at least 65% above the permissible values pursuant to CCNR II and NRMM Stage V. The score will be calculated on the basis of the propulsion engine of the vessel concerned in the lowest category. Proof must be submitted to the bremenports office responsible for port charges in the form of an explicit, comprehensible and valid certificate.

(7) Vessels which satisfy the requirements of Section 8 (5) Sentence 1 Bremen Ship Waste Disposal Act shall receive a discount of 2 per cent on the charge pursuant to § 10 (1) and (2). A written application must be submitted to bremenports no later than 31 March of each year for the preceding calendar year. The application can also be submitted in electronic form.

§ 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 directly.

- (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 data 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 collect 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 Science 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	0.0389
Vessels over 10,000 gt	0.1074
EUROPEAN TRAFFIC	
Tramp Traffic	
Vessels up to 7000 gt	0.1415
Vessels over 7000 gt	0.2964
Scheduled Traffic/ Special Traffic	
Vessels up to 14,000 gt	0.1363
Vessels up to 21,000 gt	0.2103
Vessels over 21,000 gt	0.2454
Tankers	
Vessels up to 700 gt	0.1880
Vessels over 700 gt	0.3182
Car Carriers	
Vessels up to 30,000 gt	0.0444
Vessels over 30,000 gt	0.0504
Ro-Ro Vessels	
Vessels up to 20,000 gt	0.0518
Vessels over 20,000 gt	0.0583
Bulk Carriers	0.1628
OVERSEAS TRAFFIC	

Tramp Traffic	0.5219
Scheduled Traffic/ Special Traffic	0.2698
Tankers	0.5811
Car Carriers	0.1169
Ro-Ro Vessels	0.1277
Bulk Carriers	0.3531
OTHER TRAFFIC	
Cruise Vessels	0.2825

§ 6a Offshore

(1) Offshore industry vessels shall pay the following charges for each port call if they perform loading and discharging operations:

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		0.6181
Special vessels	for a maximum of 5 days for each day or part day		0.0475
Other vessels and units	for a maximum of 5 days for each day or part day	up to 1000 gt over 1000 gt	1.8338 0.0475

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	0.0365

§ 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 59.00 Euros	0.0624
	as from 8th day and per gt per 7 days, but a minimum of 59.00 Euros	0.0687
	as from 15th day and per gt per 7 days, but a minimum of 59.00 Euros	0.0822
	as from 22nd day and per gt per 7 days, but a minimum of 59.00 Euros	0.0986

- (2) Shipyard and repair vessels pay 50 per cent of the berth charges specified in the above (1).
- (3) Recreational vessels and traditional vessels shall pay berth charges of 1.1983 Euros for each (part) day and per metre length overall.

§ 8 Harbour Charge

- (1) Inland waterway vessels shall pay a flat-rate charge of 17.12 Euros inclusive of use of shore power for each (part) day.
- (2) A flat-rate annual charge of 2669.00 Euros per vessel can be granted on application for the current calendar year. The charge shall be calculated on the basis of the date of receipt of the application by bremenports. The flat-rate charge cannot be granted with backdated effect.

§ 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 4.16 Euros per permissible passenger.
2. other users of the facilities and water areas

Calculation Basis	Charge Rate in Euros
Harbour Vessels as well as barges and lighters used in inland shipping	
Flat-rate annual charge	
per harbour vessel up to 200 t deadweight	104.25
plus for each (part) 100 t deadweight	52.13
Tugs assisting Seagoing Vessels	
Flat-rate annual charge	619.66
Pilot Transfer Vessels	
Flat-rate annual charge	619.66
Bunker Vessels	

Flat-rate annual charge	530.18
Commercially Operated Vessels and Floating Facilities	
Per m ² and month Min. 83.00 Euros	0.70

§ 10 Waste Disposal

- (1) Vessels which are liable to pay a tonnage charge shall pay the following charges for the disposal of non-hazardous waste occurring during ship operations pursuant to Annex V of the MARPOL Convention (OJ 1982 Part II P. 2) as amended from time to time for a period of 5 days in each case:

Charge Elements	Charge Rate in Euros
Cruise Vessels	
per gt	0.0745
All other Seagoing Vessels	
up to 1500 gt	61.74
from 1501 gt to 2500 gt	82.33
from 2501 gt to 3500 gt	164.48
from 3501 gt to 6000 gt	274.18
from 6001 gt to 10,000 gt	319.85
from 10,001 gt to 30,000 gt	335.18
30,001 gt or over	380.87

- (2) Cruise vessels which are liable to pay berth charges shall pay 100 per cent of the charges pursuant to the above (1) for each (part) period of up to seven days lay time. All other seagoing vessels which are liable to pay berth charges shall pay 50 per cent of the charges pursuant to the above (1) for each (part) period of up to seven days lay time. Vessels which already pay the charges pursuant to the above (1) shall pay the charge pursuant to the above (2) only on expiry of the calculation period pursuant to the above (1).
- (3) Vessels which pay charges pursuant to the above (1) or (2) will be provided with the following receptacles for the separation of waste prior to disposal.

Cruise Vessels

Category pursuant to MARPOL Annex V	Waste category	Receptacle size
A	Plastic	10 m ³
B	Food waste	5 m ³
C	Domestic waste - paper	10 m ³
C	Domestic waste - glass	10 m ³
C	Domestic waste - metal	10 m ³
D	Cooking oil	1000 l
F	Mixed waste	5 m ³
F	Operating waste – cleaning rags	800 l

Other Seagoing Vessels up to 3500 gt

Category pursuant to MARPOL Annex V	Waste category	Receptacle size
A	Plastic	240 l
B	Food waste	120 l
C	Domestic waste - paper	120 l
C	Domestic waste - glass	120 l
C	Domestic waste – mixed	240 l
F	Operating waste – cleaning rags	120 l

Other Seagoing Vessels over 3501 gt

Category pursuant to MARPOL Annex V	Waste category	Receptacle size
A	Plastic	2 x 240 l
B	Food waste	240 l
C	Domestic waste - paper	240 l
C	Domestic waste - glass	240 l
C	Domestic waste - mixed	2 x 240 l
F	Operating waste - cleaning rags	240 l

Further receptacles for the above waste categories can be ordered free of charge from the waste disposal company.

- (4) One receptacle for the disposal of hazardous waste can be ordered free of charge from the waste disposal company.

Cruise Vessels

Category pursuant to MARPOL Annex V	Waste category	Receptacle size
C	Small batteries (excl. lithium batteries)	60 l
E	Incinerator ash	240 l
F	Lithium batteries	60 l
F	Spray cans	60 l
F	Packaging containing residues of dangerous substances	5 m ³
I	Lamps (collection group 3) (pursuant to German WEEE Act "ElektroGesetz")	60 l
I	Small appliances up to 50 cm length (collection group 3) Must not contain batteries	240 l

Other Seagoing Vessels

Category pursuant to MARPOL Annex V	Waste category	Receptacle size
E	Incinerator ash	240 l
F	Lithium batteries	30 l
F	Spray cans	30 l
F	Packaging containing residues of dangerous substances	800 l
I	Small appliances up to 50 cm length (collection group 3) Must not contain batteries	240 l

- (5) A container, e.g. a cardboard box or canister, or an unpacked item from the following waste categories which is deposited by the ship's crew for collection will be disposed of free of charge if the container or items are placed beside the receptacles provided by the waste disposal company.

Category pursuant to MARPOL Annex V	Waste category	Container size
C	Medicines (excl. narcotics)	240 l
F	Load carriers (pallets, unpacked)	per item
F	Large batteries	per item
I	Refrigeration appliances (collection group 1)	per item
I	Monitors (collection group 2)	per item
I	Large electrical appliances over 50 cm length (collection group 4)	per item

Other Seagoing Vessels

Category pursuant to MARPOL Annex V	Waste category	Container size
C	Small batteries (excl. lithium batteries)	30 l
C	Medicines (excl. narcotics)	30 l
D	Cooking oils	30 l
F	Load carriers (pallets, unpacked)	per item
F	Large batteries	per item
I	Lamps (collection group 3)	30 l
I	Refrigeration appliances (collection group 1)	per item
I	Monitors (collection group 2)	per item
I	Large electrical appliances over 50 cm length (collection group 4)	per item

(6) In addition to the free quantities specified in the above (4) and (5), additional hazardous waste will be disposed of on request subject to the following charges:

Cruise Vessels

Category pursuant to MARPOL Annex V	Waste category	Receptacle/ container size	Charge Rate in Euros
C	Small batteries (excl. lithium batteries)	60 l	219.83
C	Medicines (excl. narcotics)	30 l	79.51
D	Cooking oils	1000 l	305.19
E	Incinerator ash	240 l	60.80
F	Lithium batteries	60 l	730.81
F	Spray cans	60 l	97.05
F	Packaging containing residues of dangerous substances	5 m ³	785.77
F	Load carriers (pallets, unpacked)	per item	11.69
F	Large batteries	per item	60.80

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I	Lamps (collection group 3)	60 l	64.31
I	Small appliances up to 50 cm length (collection group 5) Must not contain batteries	240 l	49.11
I	Refrigeration appliances (collection group 1)	per item	22.22
I	Monitors (collection group 2)	per item	22.22
I	Large electrical appliances over 50 cm length (collection group 4)	per item	22.22

Other Seagoing Vessels

Category pursuant to MARPOL Annex V	Waste category	Receptacle/ container size	Charge Rate in Euros
C	Small batteries (excl. lithium batteries)	30 l	109.91
C	Medicines (excl. narcotics)	30 l	79.51
D	Cooking oils	30 l	36.25
E	Incinerator ash	240 l	60.80
F	Lithium batteries	30 l	367.16
F	Spray cans	30 l	49.11
F	Packaging containing residues of dangerous substances	800 l	342.61
F	Load carriers (pallets, unpacked)	unit	11.69
F	Large batteries	unit	60.80
I	Lamps (collection group 3)	30 l	36.25
I	Small appliances up to 50 cm length (collection group 5) Must not contain batteries	240 l	49.11
I	Refrigeration appliances (collection group 1)	unit	22.22
I	Monitors (collection group 2)	unit	22.22
I	Large electrical appliances over 50 cm length (collection group 4)	unit	22.22

(7) Vessels whose crews do not use the receptacles provided in accordance with their intended purpose for the individual waste category concerned shall be obliged to pay

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the following surcharges for the additional disposal work for each incorrectly filled receptacle:

Charge Elements	Charge Rate in Euros	
	Non-hazardous waste	Hazardous waste
Cruise vessels	440.42	857.20
Other seagoing vessels up to 3500 gt	36.87	249.25
Other seagoing vessels over 3501 gt	73.73	373.75

- (8) The following charges are levied for each port call for the disposal of ship-generated oily waste pursuant to Annex 1 of the MARPOL Convention, including but not limited to oil sludge resulting from crude oil washing and bilge oils:

Charge Basis	Charge Rate in Euros
Car carriers and ro-ro vessels per gt Minimum 32.50 Euros, maximum 600.00 Euros	0.0090
Other seagoing vessels per gt Minimum 63.00 Euros, maximum 1200.00 Euros	0.0180

- (9) Seagoing vessels which have paid a charge pursuant to the above (8) are entitled to assumption of the costs for standard waste disposal pursuant to Annex 2 provided that the disposal is handled by a port reception facility which is announced in the waste management plan for the public ports of the Free Hanseatic City of Bremen.
- (10) A charge of 215.15 Euros will be levied for each port call for the disposal of waste from inland waterway passenger vessels which is classified as domestic waste pursuant to Article 7 (3) CDNI Convention. The waste disposal company shall supply receptacles to the ship's berth for the collection of waste separated into the categories of food waste, plastics, paper and cardboard, glass, metal and mixed waste.

§ 11 Exemptions

- (1) The following vessels are exempt from payment of the charges 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 certification;
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.

(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 certification;
2. vessels using the port area in Bremen as an emergency port.

(4) Vessels which are in possession of an exemption pursuant to Section 9 (1) of Bremen Ship Waste Disposal Act are exempt from the charges pursuant to § 10 (1), (2) and (8).

(5) Vessels which satisfy the requirements of Section 8 (4) of Bremen Ship Waste Disposal Act are exempt from the charges pursuant to § 10 (8).

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	77.64	45.10	138.85	176.22	255.23
301 -500	88.16	51.22	149.64	186.22	266.01
501-750	95.23	55.32	159.62	197.87	276.00
751-1000	102.27	59.41	172.09	207.00	286.81
1001-1250	111.10	64.55	180.39	218.63	297.61
1251-1500	119.94	69.68	192.89	229.46	308.42
1501-1750	130.55	75.85	202.86	238.57	318.39
1751-2000	137.59	79.94	212.82	250.23	329.20
2001-2250	144.63	84.03	224.45	259.36	338.34
2251-2500	151.67	88.11	233.59	271.85	350.82
2501-2750	165.80	96.32	245.24	281.00	359.15

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Berthing/Unberthing Tariff			Shifting Tariff		
gt	Industrie- hafen	Tidehafen	Shifting Group I excluding the Weser	Shifting Group II On the Weser excl. Industrie- hafen	Shifting Group III Using Oslebshausen lock
	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros
2751-3000	176.38	102.46	255.23	292.62	371.62
3001-3250	185.22	107.60	266.01	302.61	381.56
3251-3500	194.00	112.70	276.00	312.59	392.39
3501-3750	206.34	119.87	286.81	325.06	404.04
3751-4000	216.95	126.03	297.61	334.18	412.32
4001-4250	225.78	131.17	308.42	345.85	424.80
4251-4500	236.32	137.29	318.39	354.98	433.95
4501-4750	248.70	144.48	329.20	366.61	445.60
4751-5000	257.53	149.62	338.34	376.62	455.57
5001-5500	269.88	156.78	359.15	397.37	477.18
5501-6000	282.21	163.95	381.56	418.16	497.13
6001-6500	296.35	172.17	404.04	438.95	518.74
6501-7000	306.87	178.27	424.80	460.56	539.54
7001-7500	321.04	186.50	445.60	483.00	560.30
7501-8000	333.33	193.64	466.36	503.78	582.78
8001-8500	345.69	200.83	487.16	523.73	602.71
8501-9000	356.29	206.99	508.78	545.37	624.33
9001-9500	372.15	216.19	529.57	566.97	645.94
9501-10,000	382.75	222.36	549.50	587.75	666.75
10,001-10,500	393.30	228.49	571.94	607.70	687.51
10,501-11,000	409.20	237.72	593.57	629.33	708.30
11,001-11,500	421.57	244.91	613.52	650.93	729.91
11,501-12,000	432.12	251.04	634.31	672.55	751.52
12,001-12,500	446.26	259.25	655.11	692.49	771.47

Berthing/Unberthing Tariff			Shifting Tariff		
	Industrie- hafen	Tidehafen	Shifting Group I excluding the Weser	Shifting Group II On the Weser excl. Industrie- hafen	Shifting Group III Using Oslebshausen lock
gt	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros
12,501-13,000	458.58	266.40	676.70	713.30	793.06
13,001-13,500	469.17	272.57	698.33	734.05	813.01
13,501-14,000	483.28	280.76	718.26	755.67	834.66
14,001-14,500	495.62	287.94	739.05	777.31	855.43
14,501-15,000	506.20	294.08	760.67	797.24	877.05
15,001-15,500	520.31	302.27	783.10	819.70	898.68
15,501-16,000	534.45	310.49	803.90	839.63	919.45
16,001-16,500	545.02	316.63	824.66	862.08	939.40
16,501-17,000	557.36	323.80	846.30	882.86	961.82
17,001-17,500	569.71	330.96	866.26	903.64	982.63
17,501-18,000	583.81	339.17	887.85	925.26	1004.25
18,001-18,500	594.42	345.32	908.64	946.06	1024.19
18,501-19,000	608.53	353.53	929.42	966.01	1045.80
19,001-19,500	619.05	359.63	951.05	987.60	1066.61
19,501-20,000	633.21	367.86	972.65	1009.23	1088.21
20,001-21,000	652.62	379.14	1013.39	1050.80	1129.79
21,001-22,000	668.50	388.36	1056.60	1092.36	1172.17
22,001-23,000	691.41	401.67	1098.20	1134.74	1213.75
23,001-24,000	707.29	410.90	1140.57	1177.14	1256.96
24,001-25,000	724.91	421.13	1182.98	1218.73	1298.54
25,001-26,000	746.09	433.44	1225.36	1261.95	1340.93
26,001-27,000	763.73	443.68	1266.94	1304.36	1382.51
27,001-28,000	781.34	453.91	1309.34	1346.73	1425.74
28,001-29,000	802.52	466.22	1351.74	1388.31	1466.47

Berthing/Unberthing Tariff			Shifting Tariff		
gt	Industrie- hafen	Tidehafen	Shifting Group I excluding the Weser	Shifting Group II On the Weser excl. Industrieafen	Shifting Group III Using Oslebshausen lock
	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros	Sum in Euros
29,001-30,000	820.17	476.48	1393.29	1430.70	1509.70
30,001-31,000	839.54	487.73	1434.87	1473.24	1552.08
31,001-32,000	858.99	499.03	1478.11	1513.85	1592.82
32,001-33,000	876.57	509.25	1518.83	1557.08	1636.87
33,001-34,000	895.98	520.52	1562.89	1597.80	1677.63
34,001-35,000	915.40	531.80	1604.47	1641.87	1720.83
35,001-36,000	933.01	542.03	1646.87	1683.44	1762.42
36,001-37,000	952.46	553.32	1688.42	1725.83	1804.80
37,001-38,000	971.83	564.58	1730.00	1767.41	1847.21
38,001-39,000	987.70	573.81	1774.04	1809.80	1888.77
39,001-40,000	1007.12	585.08	1814.78	1852.19	1931.18
40,001-42,000	1035.34	601.48	1900.42	1935.33	2014.30
42,001-44,000	1065.33	618.90	1984.38	2020.13	2099.94
44,001-46,000	1098.82	638.35	2067.60	2104.92	2183.06
46,001-48,000	1127.06	654.76	2152.29	2190.55	2268.71
48,001-50,000	1160.56	674.22	2235.43	2273.67	2352.67
50,001-60,000	1317.55	765.43	2658.59	2695.17	2773.30
60,001-70,000	1472.75	855.59	3080.07	3116.62	3194.78

The harbour pilot charge increases by 158.76 Euros in the berthing/unberthing tariff for Industrieafen, by 92.25 Euros in the berthing/unberthing tariff for Tidehafen and by 424.80 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 % 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 € 38.38 and a surcharge of € 1.17 for each (part) 100 gt.
2. Vessels with 13,000 gt or more which do not use the lock pay a basic charge of € 194.37 and a surcharge of € 0.95 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 € 42.14 and a surcharge of € 1.82 for each (part) 100 gt.
4. Vessels with 13,000 gt or more which use the lock pay a basic charge of € 292.48 and a surcharge of € 1.31 for each (part) 100 gt in excess of 13,000 gt.
5. A pilot charge of € 478.00 is payable for barge trains with pontoons, floating docks, bodies and sections.
6. If vessels and barge trains 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, unless two pilots are required pursuant to § 8 Service Regulations of Bremerhaven Harbour Pilots ["Törnordnung der Hafenslotsen Bremerhaven"].
7. Seagoing 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 Numbers 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 seagoing 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 for Bremen and Bremerhaven:

1. A supplementary consultation fee will be charged at the applicable rates as amended from time to time pursuant to Annex 2 Section B Part IV Number 2 of the Regulation on Pilot Charges ["Lotstarifverordnung"] for any necessary ancillary services. For vessels with a gt of 40,000 or more, a sum of 78 Euros will be charged for each further full or part 10,000 gt.
2. The rates stated in the above Number 1 will be charged for stationary engine testing and tension testing of a vessel.

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A surcharge of 100 per cent of the consultation fee pursuant to the above (7) will be charged for piloting a vessel without use of the engine.

3. If a vessel is berthed with the current in Bremerhaven on request by the ship's command or has to be stopped during pilotage for special reasons and kept in waiting position, an additional consultation fee will be charged pursuant to the above Number 1.

(9) Expenses for any futile travel by the pilot will be charged at the rates stated in Annex 2 Section B Part IV Number 4 of the Regulation on Pilot Charges.

(9a) The waiting fee for each (part) hour will be charged at the rates stated in Annex 2 Section B Part IV Number 3 of the Regulation on Pilot Charges as amended from time to time. A waiting fee will be charged if

1. 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;
2. 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;
3. the ordered harbour pilot is not taken on board or is dismissed again without performing his duties and he is absent from base. The expenses for the futile journey will additionally be charged;
4. a waiting period occurs during pilotage for reasons beyond the control of the harbour pilot, on expiry of one hour;
5. the harbour pilot remains on board at the request of the ship's command or cannot disembark on completion of his duties, until the pilot returns to base;
6. 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.

The provision stated under Number 2 shall also apply in the event that a harbour pilot is ordered although the vessel cannot commence its journey at the time of ordering owing to the tide. No waiting fee will be charged for waiting periods inside the lock chamber in the cases stated under Numbers 4 and 6.

(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 € 25.00.
3. A specific-purpose flat-rate transfer charge of € 300.00 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 expenses for the futile journey specified in the above (9), the waiting fee specified in the above (9a) 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 auditing or in anonymized form. The data must otherwise be blocked. On completion of the invoicing procedure, the data must be deleted after a period of five years.
- (2) Personal data relating to the party liable to pay the port charges which has been collected 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 § 10 (9)

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 will 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
3501 to 6000	10 m ³	950.00
6001 to 10,000	15 m ³	1175.00
10,001 to 30,000	22 m ³	1490.00
30,001 to 50,000	30 m ³	1850.00
over 50,001	50 m ³	2750.00

Subject to submission of proof of expenditure, vessels with oil sludge treatment facilities which do not dispose of any pumpable oil residue are entitled, on transfer of non-pumpable oil residue, to reimbursement of the waste disposal costs sustained 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.