

Dear Visitors,

below you will find the actual version of the Tariff Ordinance for District Pilotage.

We present the tables of pilotage dues for all German sea pilotage districts

- as from 01.01.2015, on page 12

The tables of the pilot fees (consultation fee) are available for all German sea pilotage districts

- as from 01.01.2015, on page 27.

The tables of the additional pilot fees (replacement and travelling expenses) for all German sea pilotage districts are listed

- as from 01.01.2015, on page 36

Yours sincerely

The team of the

Federal Waterways and Shipping Agency, Northern Region Office, collecting agency

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**Tariff Ordinance for District Pilotage  
as amended on January 1<sup>st</sup>, 2015  
- unofficial wording -**

Section 1

(1) Vessels sailing in a sea pilotage district shall pay pilotage dues as specified in Annex 1. This provision shall not apply to

1. vessels of a gross tonnage (GT) not exceeding 300, not making use of the advisory services of sea pilots (no matter whether these be present on board or stationed at a land-based radar centre);
2. inland vessels not making use of the advisory services of sea pilots (no matter whether these be present on board or stationed at a land-based radar centre) and
3. official vessels in the services of the Federal Waterways and Shipping Administration, official vessels in the services of the Federal Republic of Germany serving in performance of shipping-police executive functions and responsibilities or vessels owned by the German Society for the Rescue of Shipwrecked Sailors ("Deutsche Gesellschaft zur Rettung Schiffbrüchiger").

(2) If a vessel, having turned back, turns again to sail in the former direction after the circumstances having caused the vessel to turn back have ceased to prevail, the relevant pilotage due shall be payable only once.

(3) Pilotage dues shall be reduced

1. for vessels not taking a sea pilot;
  - a) in the pilotage districts Wismar/Rostock/Stralsund
 

on regular passenger services by	80 per cent
otherwise by	50 per cent
  - b) in the other pilotage districts
 

on regular passenger services by	60 per cent
otherwise by	10 per cent
2. for vessels taking a sea pilot;
  - a) in the pilotage district Wismar/Rostock/Stralsund for
 

passenger vessels by	30 per cent
for passenger car ferries and ro-ro vessels by	35 per cent
  - b) for vessels engaged on regular passenger services on the

River Travel obliged to take a pilot by

- |    |   |             |
|----|---|-------------|
| 3. | for vessels engaged on regular mail and passenger services to and from the North Sea islands or to and from the Netherlands bank of the River Ems by  | 90 per cent |
| 4. | on the River Ems for container ships with a gross tonnage of more than 20 000 which are employed in scheduled services on behalf of a shipping line that performs at least 50 passages per calendar year by | 60 per cent |

The shipping line shall confirm in writing to the Waterways and Shipping Directorate Northwest its intention to operate such scheduled services, at the latest on the occasion of the first passage in the relevant calendar year. The reduction shall be granted immediately for any passage. If the preconditions are not met until the end of the calendar year the reductions thus achieved have to be paid retrospectively.

The above reductions cannot be claimed concurrently.

(4) Pilotage dues shall be increased by 15 per cent in the pilotage district Wismar / Rostock / Stralsund for vessels taking a pilot and carrying gaseous or liquid cargo, including tankers in ballast as well as for vessels carrying inflammable or explosive cargo.

## Section 2

(1) Pilot fees (consisting of a consultation fee, a compensation for waiting time, and a compensation for expenses) as specified in Annex 2 shall be payable for the sea pilots' services.

(2) Vessels taking more than one sea pilot at a time shall pay, when taking

1. 2 sea pilots: one-and-a-half times,
2. 3 sea pilots: two times,
3. 4 sea pilots: two-and-a-half times,
4. 5 sea pilots: three times,
5. 6 sea pilots: three-and-a-half times

the ordinary consultation fee.

(3) If several vessels are piloted by one sea pilot, the full ordinary consultation fee shall be payable for the leading vessel carrying the pilot, while 25 per cent of the ordinary consultation fee shall be payable for each vessel following.

(4) The consultation fee shall be reduced

- |   |             |
|---|-------------|
| 1. in the Ems pilotage district under the conditions mentioned in Section 1 Paragraph 3 No. 4 for container ships with a gross tonnage of more than 20,000 by | 40 per cent |
| 2. on the River Trave for vessels which are exempt from compulsory pilotage in the outer area up to Lübeck-Travemünde by                                      | 15 per cent |
| 3. in the pilotage district Wismar/Rostock/Stralsund  |             |
| a) for passenger vessels by   | 30 per cent |
| b) for passenger car ferries and ro-ro vessels by   | 35 per cent |

The above reductions cannot be claimed concurrently.

(5) The consultation fee shall be increased by 15 per cent in the pilotage district Wismar / Rostock / Stralsund for vessels carrying gaseous or liquid cargo, including tankers in ballast as well as for vessels carrying inflammable or explosive cargo.

### Section 3

Pilotage dues and pilot fees shall be owed, in addition to the owner of the vessel in question, by any other person having caused the vessel to enter pilotage waters and the services of sea pilots to be enlisted, whether such person has done so on his/her own behalf or on behalf of a third party. Several co-debtors shall be jointly liable.

### Section 4

(1) Liability to pay shall arise, with regard to pilotage dues, upon entering pilotage waters and, with regard to pilot fees, upon the transmission of the request for service of the sea pilot in question.

(2) Pilotage dues and pilot fees shall fall due as the relevant invoice has been made out. From the fifteenth day after they have become due, interest has to be paid in accordance with Sections 288 and 247 of the German Civil Code; Section 286 Paragraph 4 of the German Civil Code shall apply accordingly.

(3) If payment is in arrears, the pilotage waters shall not be entered and the sea pilot requested for service shall not start operating unless an appropriate down payment has been made or an appropriate security has been given.

### Section 5

(1) The claim for payment of pilotage dues and pilot fees shall cease to be valid for lapse of time after three years. It commences at the expiry of the calendar year in which such claim has fallen due.

(2) The period of limitation shall be deemed to be suspended for as long as the underlying claim cannot be pursued owing to force majeure at any one time during the last six months of the above period of three years.

(3) The period of limitation shall be deemed to be interrupted by any of the following actions: a written demand for payment being made; deferred payment; execution being suspended; security being given; any measure of execution being enforced; stay of execution being granted; a petition in bankruptcy being filed; investigations by the creditor being conducted to trace the domicile or residence of the party liable to pay.

(4) The period of limitation shall be deemed to resume at the expiry of the calendar year in which interruption ends.

(5) If a decision relating to pilotage dues or pilot fees payable is being appealed against, no claims based upon such decision shall expire until six months after the decision has become unappealable, respectively, after the proceedings have otherwise been brought to a close.

## Section 6

(1) The amounts of pilotage dues and pilot fees payable shall be calculated on the basis of the tonnage measurement figure given in the vessel's International Certificate of Tonnage Measurement (1969) in the case of a sea-going ship, respectively in the vessel's official Gauging Certificate in the case of an inland water vessel. If no such International Certificate of Tonnage Measurement (1969), respectively, no such official Gauging Certificate is presented for verification, an expert designated by the competent Waterways and Shipping Directorate or, alternatively, the Tonnage Measurement Authority shall estimate

1. the vessel's gross tonnage in the case of a sea-going ship or of any other vessel whose tonnage has not been measured,
2. in the case of an inland water vessels or any other vessel that has not been gauged
  - a) if they are ment to transport freight the vessel's dead weight tonnage (in terms of metric tonnes)
  - b) respectively the tonnage displacement in terms of metric tons of any other vessel;

the costs of any such estimate shall be borne by the party liable to pay the pilotage dues and pilot fees for the vessel in question.

(2) When calculating pilotage dues and pilot fees due, gross tonnage criteria shall be taken as a basis:

1. in the case of sea-going vessels the gross tonnage according to the International Certificate of Tonnage Measurement (1969) pursuant to Annex II of the International Convention on Tonnage Measurement of Ships, 1969 (Federal Law Gazette 1975 II p. 65); in the case of open top container ships the reduced gross tonnage resultcertified by the Tonnage Measurement Authority according to the Resolution MSC.234 (82) , in case of for ro-ro vessels, passenger car ferries and vehicle transporters the measurement result according to the International Certificate of Tonnage Measurement shall be reduced by 15%;

2. in the case of tankers the reduced gross tonnage result considering the capacity of the segregated ballast tanks certified by the Tonnage Measurement Authority, in accordance with the provision of IMO Resolutions A. 388(X), A. 722(17) or A.747(18),
3. in the case of an inland water vessel - half of the vessel's deadweight capacity (in terms of metric tonnes) as indicated in her Gauging Certificate;
4. in the case of a warship for which no certificate of tonnage measurement has been issued her displacement (in terms of cubic metres);
5. in the case of a vessel of any category other than any of those referred to above and of which neither the tonnage has been measured nor the deadweight capacity has been gauged - her gross tonnage or displacement as estimated in accordance with the provisions of paragraph (1) (second sentence) above in cubic meters;
6. in the case of a composite unit, whether towed or pushed - the sum of the gross tonnages, respectively, of the deadweight capacities of all vessels forming such composite unit as determined by applying the provisions of Nos. 1 to 4, the deadweight capacity of all vehicles in terms of metric tons or the displacement of all vehicles in terms of metric tons

(3) All payments shall be made in Euros (€). Fractions of Euros shall be rounded off so as to bring fractions below 0.50 € down and fractions of 0.50 € and above up respectively, to the nearest whole number.

#### Section 7

(1) Pilotage dues and pilot fees shall be charged and collected by the competent Waterways and Shipping Directorates in their capacity as supervisory authorities for matters related to sea pilotage. A third party can be assigned by the Waterways and Shipping Directorates to collect/receive the payments.

(2) In the public interest, the competent Waterways and Shipping Directorate may grant, in whole or in part, exemptions from the obligation to pay pilotage dues.

**Annex 1**

(ad Section 1 Paragraph 1)

**Catalogue and table of pilotage dues****A. Catalogue of pilotage dues****1 Pilotage dues payable for sailing in pilotage waters**

The pilotage dues for sailing in pilotage waters shall amount to

- 1.1 on the River Ems  
for point-to-point pilotage between
- |    |  |              |
|----|--|--------------|
| a) | Emden Roads and Borkum or the seaward position of the pilot vessel near Lightbuoy "Westerems"                            | 100 per cent |
| b) | Papenburg Locks and Emden Roads  | 10 per cent  |
| c) | Papenburg Locks and Leer Locks   | 5 per cent   |
| d) | Leer Locks and Emden Roads   | 5 per cent   |
| e) | Emden Roads and the Binnenrandzelbake Beacon   | 50 per cent  |
| f) | between the Binnenrandzelbake Beacon and the seaward position of the pilot vessel near Lightbuoy "Westerems"             | 50 per cent  |
| g) | the Port of Borkum and the seaward position of the pilot vessel near Lightbuoy "Westerems"<br>and for sailing the waters | 55 per cent  |
| h) | from Emden Roads to Delfzijl or Eemshaven  | 55 per cent  |
| i) | Borkum Harbour to Eemshaven or Delfzijl  | 55 per cent  |
- of the amount specified in Section B Part I Column 1;
- 1.2 on the River Weser  
for point-to-point pilotage between
- |    |   |              |
|----|---|--------------|
| a) | Bremen and the seaward position of the pilot vessel near Lightbuoy "3/Jade 2" or the "Schlüsseltonne" Buoy                      | 100 per cent |
| b) | Bremen and Elsfleth   | 15 per cent  |
| c) | Elsfleth and Brake  | 5 per cent   |
| d) | Brake and Nordenham   | 10 per cent  |
| e) | Nordenham and Bremerhaven   | 5 per cent   |
| f) | Bremerhaven or Blexen Roads and the anchorages near Hoheweg   | 35 per cent  |
| g) | the anchorages near Hoheweg and the seaward position of the pilot vessel near Lightbuoy "3/Jade 2" or the "Schlüsseltonne" Buoy | 30 per cent  |
- of the amount specified in Section B Part I Column 2;

...

- 1.3 on the River Jade  
for point-to-point pilotage between
- a) Wilhelmshaven and the seaward position of the pilot vessel near Lightbuoy "3/Jade 2" 100 per cent
  - b) the landward boundary of the pilotage district and Schillig Roads 50 per cent
  - c) Schillig Roads and the seaward boundary of the pilotage district 50 per cent
- of the amount specified in Section B Part I Column 3;
- 1.4 on the River Elbe  
for point-to-point pilotage between
- a) Hamburg and the seaward position of the pilot vessel near the Buoy "Elbe" 100 per cent
  - b) Hamburg and the quayside off Bützfleth/Stade 20 per cent
  - c) the quayside off Bützfleth/Stade and Brunsbüttel 20 per cent
  - d) Brunsbüttel and Cuxhaven 20 per cent
  - e) Cuxhaven and the seaward position of the pilot vessel near the Buoy "Elbe" 40 per cent
- of the amount specified in Section B Part I Column 4;
- 1.5 on the Kiel Canal  
when sailing
- a) between the entrance to the locks at one end of the Canal and the locks at the other end 100 per cent
  - b) on part sections for each commenced stretch of ten kilometres 10 per cent
  - the minimum amount being 20 per cent
- of the amount specified in Section B Part II Column 1;
- 1.6 on the Kiel Fjord  
between the locks or the roads at Kiel-Holtenau or at Heikendorf and the pilot station on Kiel Lighthouse
- a) when the vessel passes Friedrichsort Lighthouse 100 per cent
  - b) when the vessel does not pass Friedrichsort Lighthouse 40 per cent
- of the amount specified in Section B Part II Column 2;
- 1.7 on the River Trave  
for point-to-point pilotage between
- a) Lübeck inner harbours and "Trave" Lightbuoy off Lübeck-Travemünde 100 per cent
  - b) between berths Lübeck-Siems, Lübeck-Schlutup, Lübeck-Herrenwyk and the "Trave" Lightbuoy off Lübeck-Travemünde 90 per cent
  - c) between Lübeck inner harbours and berths Lübeck-Siems, Lübeck-Schlutup and Lübeck-Herrenwyk 50 per cent
  - d) between berths Lübeck-Travemünde and "Trave" Lightbuoy off Lübeck-Travemünde 25 per cent
- of the amount specified in Section A Part II Column 3;

- 1.8 on the Flensburg Fjord  
for point-to-point pilotage between
- a) Flensburg and the „Flensburger Förde“ Buoy 100 per cent
  - b) Flensburg and the boundary of the pilotage district  
en route to one of the Danish ports on the  
Flensburg Fjord when no sea pilot has been  
taken 65 per cent  
of the amount specified in Section B Part II Column 4;
- 1.9 in the Wismar Bay (pilotage district Wismar)  
for point-to-point pilotage between
- a) Wismar and the “Offentief” or the “Wismar” Buoy 100 per cent
  - b) Wismar and the Inner Roads, respectively, between  
the Inner Roads and the “Offentief” or the Wismar Buoy 50 per cent
  - c) the “Wismar” Buoy and the Outer Roads 25 per cent  
of the amount specified in Section B Part III Column 1;
- 1.10 in the Bay of Mecklenburg off Rostock-Warnemünde  
(Rostock Pilotage District)  
for point-to-point pilotage between
- a) the Maritime Port of Rostock and any one of the  
seaward pilot transfer positions 100 per cent
  - b) Warnemünde and any one of the seaward pilot  
transfer positions 90 per cent
  - c) the City Port of Rostock and any one of the seaward  
pilot transfer positions 130 per cent
  - d) the Roadstead and any one of the seaward pilot  
transfer positions 50 per cent
  - e) the Freight and Fishing Port of Rostock and any one  
of the seaward pilot transfer positions 115 per cent  
of the amount specified in Section B Part III Column 2;
- 1.11 in the waters around the Island of Rügen (Stralsund Pilotage District)  
and for sailing the waters between
- a) the Maritime Port North of Stralsund and the “Gellen” Buoy 100 per cent
  - b) the Maritime Port South of Stralsund and the “Gellen” Buoy 100 per cent
  - c) the Maritime Port North of Stralsund and the Eastern Access  
near the "Landtief B" or "Osttief 2" Buoys 150 per cent
  - d) the Maritime Port South of Stralsund and the Eastern Access  
near the "Landtief B" or "Osttief 2" Buoys 150 per cent
  - e) all other stretches within the Stralsund Pilotage District 100 per cent  
of the amount specified in Section B Part III Column 3.

## 2 Extra pilotage dues in special cases

- 2.1 the pilotage dues payable by incoming or incoming and outgoing vessels taking a sea pilot (whether or not being subject to compulsory pilotage) when sailing between the seaward positions of the respective pilot vessels near
- |  |             |
|--|-------------|
| a) Lightbuoy "Westerems" and the pilot transfer position near the "GW/TG" Lightbuoy  | 50 per cent |
| b) Lightbuoy "3/Jade 2" and the pilot transfer positions near Lightvessel GB or in the "Jade Approach" traffic separation zone | 50 per cent |
| c) the "Elbe" Buoy and the pilot transfer position near the "E3" Buoy  | 50 per cent |
- of the maximum amount specified in Section B Part I;

This does not apply if the pilot is already boarding before the pilotage or remains on board after the pilotage (requested by the master).

- 2.2 for vessels if the pilot's means of transport is used in vain for reasons not basing on district matters at the positions
- |  |             |
|--|-------------|
| a) buoy "Westerems" or light "GW / TG"                               | 50 per cent |
| b) buoy "3/Jade" or in the traffic separation scheme "Jade Approach" | 50 per cent |
| c) ton "Elbe" or tonne of "E3"                                       | 50 per cent |
- the maximum amount specified in Section B, Part 1;

- 2.3 If the sea pilot is transferred at the seaward positions of the pilot vessels by Helicopter because no other forms of transport are possible at
- |                     |             |
|---------------------|-------------|
| a) buoy "Westerems" | 50 per cent |
| b) buoy "3/Jade2"   | 50 per cent |
| c) ton "Elbe"       | 50 per cent |
- of the maximum amount specified in Section B, Part I;

- 2.4 if the sea pilot is transferred by helicopter at the request of the master even though a transfer by a vessel would have been possible at the position
- |   |              |
|---|--------------|
| a) buoy "Westerems" or light "GW / TG"                                | 100 per cent |
| b) buoy "3/Jade2" or in the traffic separation scheme "Jade Approach" | 100 per cent |
| c) ton "Elbe" or tonne of "E3"  | 100 per cent |
- the maximum amount specified in Section B, Part I.

**B. Table of pilotage dues**  
**Part I**  
**as amended on January 1<sup>st</sup>, 2015**

Gross tonnage	River Ems Euro	River Weser Euro	River Jade Euro	River Elbe Euro
more than – up to	1	2	3	4
0 - 300	47	48	63	55
300 - 400	56	60	79	73
400 - 500	64	76	94	94
500 - 600	70	92	104	96
600 - 700	74	106	114	102
700 - 800	76	114	123	105
800 - 900	78	122	133	107
900 - 1 000	81	130	144	109
1 000 - 1 100	84	138	155	113
1 100 - 1 200	88	146	166	119
1 200 - 1 300	92	157	178	125
1 300 - 1 400	95	167	189	129
1 400 - 1 500	98	178	201	133
1 500 - 1 600	102	190	213	139
1 600 - 1 700	105	202	225	144
1 700 - 1 800	108	213	237	151
1 800 - 1 900	112	224	249	158
1 900 - 2 000	116	234	261	164
2 000 - 2 100	120	242	272	170
2 100 - 2 200	123	250	284	177
2 200 - 2 300	126	257	295	183
2 300 - 2 400	130	264	307	189
2 400 - 2 500	134	270	318	197
2 500 - 2 600	139	277	329	204
2 600 - 2 700	145	284	340	212
2 700 - 2 800	150	292	351	218
2 800 - 2 900	156	300	363	233
2 900 - 3 000	163	310	374	240
3 000 - 3 200	171	321	394	259
3 200 - 3 400	180	334	417	271
3 400 - 3 600	190	348	440	286
3 600 - 3 800	201	363	462	303
3 800 - 4 000	213	378	484	321
4 000 - 4 200	225	392	507	340
4 200 - 4 400	238	406	529	355
4 400 - 4 600	253	420	551	375
4 600 - 4 800	271	436	575	403
4 800 - 5 000	294	454	600	422
5 000 - 5 500	324	478	645	464
5 500 - 6 000	358	512	690	495

6 000 - 6 500	392	557	737	538
6 500 - 7 000	429	603	783	582
7 000 - 7 500	470	644	829	625
7 500 - 8 000	512	684	877	670
8 000 - 8 500	555	720	924	714
8 500 - 9 000	597	755	971	759
9 000 - 9 500	638	787	1 018	804
9 500 - 10 000	678	820	1 065	824
10 000 - 10 500	711	850	1 112	847
10 500 - 11 000	741	879	1 159	868
11 000 - 11 500	771	909	1 206	910
11 500 - 12 000	801	940	1 254	952
12 000 - 12 500	831	971	1 302	995
12 500 - 13 000	863	1 003	1 349	1037
13 000 - 13 500	900	1 036	1 396	1078
13 500 - 14 000	936	1 069	1 442	1123
14 000 - 14 500	973	1 101	1 487	1166
14 500 - 15 000	1 010	1 131	1 531	1210
15 000 - 15 500	1 047	1 162	1 575	1254
15 500 - 16 000	1 085	1 194	1 618	1296
16 000 - 16 500	1 123	1 227	1 661	1340
16 500 - 17 000	1 161	1 259	1 705	1385
17 000 - 17 500	1 199	1 292	1 751	1430
17 500 - 18 000	1 237	1 324	1 798	1474
18 000 - 18 500	1 274	1 356	1 845	1521
18 500 - 19 000	1 312	1 387	1 892	1566
19 000 - 19 500	1 350	1 416	1 939	1611
19 500 - 20 000	1 388	1 442	1 985	1656
20 000 - 20 500	1 426	1 468	2 030	1702
20 500 - 21 000	1 464	1 493	2 072	1746
21 000 - 21 500	1 502	1 518	2 114	1793
21 500 - 22 000	1 540	1 545	2 156	1838
22 000 - 22 500	1 578	1 572	2 198	1885
22 500 - 23 000	1 616	1 599	2 242	1928
23 000 - 23 500	1 654	1 626	2 287	1975
23 500 - 24 000	1 691	1 653	2 333	2020
24 000 - 24 500	1 729	1 680	2 379	2058
24 500 - 25 000	1 767	1 707	2 426	2109
25 000 - 25 500	1 803	1 735	2 472	2159
25 500 - 26 000	1 837	1 763	2 519	2210
26 000 - 26 500	1 872	1 791	2 564	2257
26 500 - 27 000	1 907	1 818	2 608	2307
27 000 - 27 500	1 944	1 845	2 651	2357
27 500 - 28 000	1 982	1 873	2 694	2407
28 000 - 28 500	2 022	1 900	2 733	2456
28 500 - 29 000	2 068	1 927	2 765	2506
29 000 - 29 500	2 116	1 956	2 797	2556

29 500 - 30 000	2 166	1 986	2 830	2606
30 000 - 31 000	2 218	2 019	2 862	2654
31 000 - 32 000	2 282	2 060	2 894	2704
32 000 - 33 000	2 359	2 111	2 927	2755
33 000 - 34 000	2 436	2 170	2 959	2803
34 000 - 35 000	2 516	2 237	2 992	2853
35 000 - 36 000	2 597	2 313	3 024	2903
36 000 - 37 000	2 675	2 392	3 056	2954
37 000 - 38 000	2 750	2 478	3 089	3001
38 000 - 39 000	2 825	2 575	3 121	3051
39 000 - 40 000	2 900	2 672	3 152	3102
40 000 - 42 000	2 965	2 770	3 182	3126
42 000 - 44 000	3 015	2 860	3 190	3146
44 000 - 46 000	3 065	2 950	3 200	3159
46 000 - 48 000	3 115	3 030	3 200	3175
48 000 - 50 000	3 165	3 090	3 200	3188
50 000 - 52 000	3 200	3 150	3 200	3190
more than 52000	3 200	3 200	3 200	3200

**B. Table of pilotage dues**  
**Part II**  
**as amended on January 1<sup>st</sup>, 2015**

Gross tonnage	Kiel Canal	Kiel Fjord	River Trave	Flensburg Fjord
	Euro	Euro	Euro	Euro
more than – up to	1	2	3	4
0 - 300	23	19	16	20
300 - 400	30	22	21	23
400 - 500	38	23	24	26
500 - 600	44	26	30	30
600 - 700	52	30	33	35
700 - 800	56	35	36	42
800 - 900	62	38	40	44
900 - 1 000	69	42	46	49
1 000 - 1 100	71	46	50	57
1 100 - 1 200	73	49	51	68
1 200 - 1 300	78	51	55	72
1 300 - 1 400	80	54	58	78
1 400 - 1 500	83	55	62	85
1 500 - 1 600	85	58	68	94
1 600 - 1 700	90	62	73	98
1 700 - 1 800	94	68	78	106
1 800 - 1 900	95	70	81	110
1 900 - 2 000	97	73	85	116
2 000 - 2 100	104	78	90	131
2 100 - 2 200	106	81	95	144
2 200 - 2 300	108	85	98	150
2 300 - 2 400	109	86	105	156
2 400 - 2 500	111	90	109	163
2 500 - 2 600	114	95	111	167
2 600 - 2 700	119	97	116	175
2 700 - 2 800	125	104	122	179
2 800 - 2 900	127	107	127	186
2 900 - 3 000	130	110	131	191
3 000 - 3 200	138	114	139	247
3 200 - 3 400	144	121	144	260
3 400 - 3 600	150	126	152	272
3 600 - 3 800	153	131	157	285
3 800 - 4 000	163	135	164	296
4 000 - 4 200	167	143	168	322
4 200 - 4 400	168	147	177	334
4 400 - 4 600	176	156	183	348
4 600 - 4 800	177	163	189	363
4 800 - 5 000	179	171	198	375
5 000 - 5 500	188	178	205	438

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5 500 - 6 000	193	185	222	476
6 000 - 6 500	204	197	237	572
6 500 - 7 000	212	205	256	616
7 000 - 7 500	220	220	270	716
7 500 - 8 000	229	230	287	762
8 000 - 8 500	237	240	305	805
8 500 - 9 000	242	258	320	850
9 000 - 9 500	252	271	337	894
9 500 - 10 000	260	286	349	958
10 000 - 10 500	266	298	368	1025
10 500 - 11 000	274	313	383	1091
11 000 - 11 500	283	320	399	1128
11 500 - 12 000	292	327	407	1230
12 000 - 12 500	296	342	420	1306
12 500 - 13 000	308	351	432	1355
13 000 - 13 500	315	366	448	1398
13 500 - 14 000	320	381	460	1449
14 000 - 14 500	329	394	473	1499
14 500 - 15 000	339	404	486	1594
15 000 - 15 500	346	417	490	1664
15 500 - 16 000	355	429	498	1733
16 000 - 16 500	364	441	505	1786
16 500 - 17 000	370	453	510	1840
17 000 - 17 500	380	461	515	1892
17 500 - 18 000	388	473	523	1945
18 000 - 18 500	395	484	529	1974
18 500 - 19 000	402	495	535	2003
19 000 - 19 500	410	505	542	2038
19 500 - 20 000	418	514	549	2074
20 000 - 20 500	428	525	556	2109
20 500 - 21 000	435	535	562	2143
21 000 - 21 500	446	545	567	2182
21 500 - 22 000	453	557	572	2218
22 000 - 22 500	460	567	581	2257
22 500 - 23 000	470	579	589	2295
23 000 - 23 500	476	586	595	2338
23 500 - 24 000	485	596	598	2377
24 000 - 24 500	491	607	606	2419
24 500 - 25 000	500	619	612	2458
25 000 - 25 500	508	632	619	2503
25 500 - 26 000	514	643	624	2546
26 000 - 26 500	524	656	632	2591
26 500 - 27 000	531	667	638	2636
27 000 - 27 500	541	678	644	2671
27 500 - 28 000	548	690	651	2706
28 000 - 28 500	557	702	657	2706
28 500 - 29 000	565	714	662	2706

29 000 - 29 500	572	726	670	2706
29 500 - 30 000	581	739	675	2706
30 000 - 31 000	596	750	689	2706
31 000 - 32 000	613	762	701	2706
32 000 - 33 000	630	774	714	2706
33 000 - 34 000	644	784	726	2706
34 000 - 35 000	662	798	739	2706
35 000 - 36 000	677	802	750	2706
36 000 - 37 000	693	820	765	2706
37 000 - 38 000	711	835	777	2706
38 000 - 39 000	726	853	788	2706
39 000 - 40 000	743	866	800	2706
40 000 - 42 000	775	902	827	2706
42 000 - 44 000	807	933	852	2706
44 000 - 46 000	839	964	876	2706
46 000 - 48 000	872	996	902	2706
48 000 - 50 000	905	1029	927	2706
for any further commenced				
2 000 more than 50 000	35	33	8	0
but not more than	2 707	2 707	2 707	2 707

**B. Table of pilotage dues**  
**Part III**  
**as amended on January 1<sup>st</sup>, 2015**

Gross tonnage	Wismar	Rostock	Stralsund
more than – up to	Euro	Euro	Euro
	1	2	3
0 - 300	21	18	22
300 - 400	26	21	28
400 - 500	33	25	37
500 - 600	70	50	76
600 - 700	84	57	91
700 - 800	96	69	105
800 - 900	108	78	117
900 - 1 000	121	85	132
1 000 - 1 100	129	95	140
1 100 - 1 200	140	105	153
1 200 - 1 300	153	111	165
1 300 - 1 400	164	123	179
1 400 - 1 500	178	131	193
1 500 - 1 600	189	139	205
1 600 - 1 700	202	149	220
1 700 - 1 800	214	159	234
1 800 - 1 900	225	165	247
1 900 - 2 000	238	176	260
2 000 - 2 100	251	178	273
2 100 - 2 200	261	187	286
2 200 - 2 300	274	194	300
2 300 - 2 400	287	204	312
2 400 - 2 500	298	213	325
2 500 - 2 600	311	221	340
2 600 - 2 700	323	230	352
2 700 - 2 800	337	238	367
2 800 - 2 900	348	247	379
2 900 - 3 000	359	256	394
3 000 - 3 200	378	262	415
3 200 - 3 400	403	272	441
3 400 - 3 600	428	287	466
3 600 - 3 800	451	303	491
3 800 - 4 000	476	320	522
4 000 - 4 200	500	337	545
4 200 - 4 400	525	351	572
4 400 - 4 600	550	368	598
4 600 - 4 800	572	382	625
4 800 - 5 000	597	403	652
5 000 - 5 500	622	404	678
5 500 - 6 000	648	418	705

6 000 - 6 500	672	435	732
6 500 - 7 000	697	451	759
7 000 - 7 500	720	468	785
7 500 - 8 000	745	485	812
8 000 - 8 500	769	501	839
8 500 - 9 000	794	515	865
9 000 - 9 500	819	532	891
9 500 - 10 000	842	550	919
10 000 - 10 500	866	602	945
10 500 - 11 000	890	630	971
11 000 - 11 500	915	657	999
11 500 - 12 000	940	687	1025
12 000 - 12 500	963	715	1052
12 500 - 13 000	987	744	1078
13 000 - 13 500	1013	773	1105
13 500 - 14 000	1037	802	1131
14 000 - 14 500	1061	831	1159
14 500 - 15 000	1085	859	1186
15 000 - 15 500	1109	888	1212
15 500 - 16 000	1136	916	1238
16 000 - 16500	1159	945	1266
16 500 - 17 000	1183	975	1292
17 000 - 17 500	1209	1002	1319
17 500 - 18 000	1232	1032	1345
18 000 - 18 500	1256	1061	1373
18 500 - 19 000	1282	1090	1399
19 000 - 19 500	1306	1093	1425
19 500 - 20 000	1329	1096	1452
20 000 - 20 500	1354	1102	1476
20 500 - 21 000	1379	1105	1504
21 000 - 21 500	1404	1109	1531
21 500 - 22 000	1427	1113	1558
22 000 - 22 500	1452	1118	1584
22 500 - 23 000	1475	1123	1612
23 000 - 23 500	1500	1126	1637
23 500 - 24 000	1525	1130	1665
24 000 - 24 500	1549	1136	1690
24 500 - 25 000	1575	1139	1718
25 000 - 25 500	1598	1156	1744
25 500 - 26 000	1623	1160	1771
26 000 - 26 500	1648	1164	1797
26 500 - 27 000	1672	1167	1824
27 000 - 27 500	1697	1173	1851
27 500 - 28 000	1719	1176	1877
28 000 - 28 500	1744	1186	1904
28 500 - 29 000	1769	1198	1931
29 000 - 29 500	1794	1206	1958

29 500 - 30 000	1818	1218	1984
30 000 - 31 000	1841	1258	2011
31 000 - 32 000	1866	1299	2036
32 000 - 33 000	1896	1341	2070
33 000 - 34 000	1956	1382	2135
34 000 - 35 000	2014	1423	2198
35 000 - 36 000	2071	1464	2264
36 000 - 37 000	2130	1504	2325
37 000 - 38 000	2189	1548	2391
38 000 - 39 000	2247	1594	2454
39 000 - 40 000	2305	1644	2517
40 000 - 42 000	2421	1701	2580
42 000 - 44 000	2538	1773	2645
44 000 - 46 000	2644	1857	2707
46 000 - 48 000	2677	1943	2707
48 000 - 50 000	2707	2030	2707
for any further commenced			
2 000 more than 50 000		76	
but not more than	2 707	2 707	2 707

## Catalogue and table of pilot fees

### A. Catalogue of pilot fees

#### 1 Consultation fee

The consultation fee payable for point-to-point pilotage shall amount to

##### 1.1 on the River Ems

for point-to-point pilotage between

- |   |              |
|---|--------------|
| a) Emden Roads and the seaward position of the pilot vessel near Lightbuoy "Westerems"                  | 100 per cent |
| b) Papenburg Locks and Emden Roads  | 85 per cent  |
| c) Papenburg Locks and Leer Locks   | 55 per cent  |
| d) Leer Locks and Emden Roads   | 55 per cent  |
| e) Emden Roads and the Binnenrandzelbake Beacon   | 55 per cent  |
| f) the Binnenrandzelbake Beacon and the seaward position of the pilot vessel near Lightbuoy "Westerems" | 55 per cent  |
| g) Borkum Harbour and the seaward position of the pilot vessel near Lightbuoy "Westerems"               | 85 per cent  |

and for sailing the waters

- |   |             |
|---|-------------|
| h) from Emden Roads to Delfzijl or Eemshaven    | 85 per cent |
| i) from Borkum Harbour to Eemshaven or Delfzijl | 85 per cent |
- of the amount specified in Section B Part I Column 1;

##### 1.2 on the Lower River Weser

for point-to-point pilotage between

- |                                      |              |
|--------------------------------------|--------------|
| a) Bremen and Bremerhaven            | 100 per cent |
| b) Bremen and Elsfleth               | 52 per cent  |
| c) Bremen and Brake                  | 100 per cent |
| d) Bremen and Nordenham              | 100 per cent |
| e) Elsfleth and Brake                | 80 per cent  |
| f) Elsfleth and Nordenham            | 100 per cent |
| g) Elsfleth and Bremerhaven          | 100 per cent |
| h) Brake and Nordenham               | 80 per cent  |
| i) Brake and Bremerhaven             | 100 per cent |
| j) Nordenham and Bremerhaven         | 80 per cent  |
| k) Blexen Roads and Bremerhaven      | 25 per cent  |
| l) Bremerhaven and Bremerhaven Roads | 25 per cent  |

of the amount specified in Section B Part I Column 2;

##### 1.3 on the Outer River Weser

for point-to-point pilotage between

a)	Bremerhaven and the seaward position of the pilot vessel near Lightbuoy "3/Jade 2" or the "Schlüsseltonne" Buoy	100 per cent
b)	Blexen Roads and Bremerhaven	25 per cent
c)	the seaward position of the pilot vessel near Lightbuoy "3/Jade 2" and the "Schlüsseltonne" Buoy when in immediate conjunction with pilotage to or from Bremerhaven of the amount specified in Section B Part I Column 3;	20 per cent
1.4 on the River Jade for point-to-point pilotage between		
a)	Wilhelmshaven and the seaward position of the pilot vessel near Lightbuoy "3/Jade 2"	100 per cent
b)	to or from the jetties or between one of the anchorages and one of the jetties when such pilotage is immediately preceding or following point-to-point pilotage. of the amount specified in Section B Part I Column 4;	39 per cent
1.5 on the River Elbe for point-to-point pilotage between		
a)	Hamburg and Brunsbüttel	100 per cent
b)	Hamburg and the Brunsbüttel Elbe Port	115 per cent
c)	Wedel and Brunsbüttel	115 per cent
d)	Hamburg and the quayside off Bützfleth/Stade	90 per cent
e)	the quayside off Bützfleth/Stade and Brunsbüttel	100 per cent
f)	Brunsbüttel and the seaward position of the pilot vessel near the Buoy "Elbe"	100 per cent
g)	Brunsbüttel Elbe Port and the seaward position of the pilot vessel near the Buoy "Elbe"	115 per cent
h)	Brunsbüttel and Cuxhaven	65 per cent
i)	Cuxhaven and the seaward position of the pilot vessel near the Buoy "Elbe"	85 per cent
j)	the locks of the Kiel Canal and the roads off Brunsbüttel	50 per cent
k)	the locks of the Kiel Canal and the Brunsbüttel Elbe Port	70 per cent
l)	Hamburg and the River Este	50 per cent
m)	Hamburg and Wedel	70 per cent
of the amount specified in Section B Part I Column 5;		
1.6 on the Kiel Canal when sailing		
a)	between the entrance to the locks at one end of the Canal and the locks at the other end	100 per cent
b)	from the pilot station of Rüterbergen to the lock at Kiel-Holtenau in both directions	60 per cent
c)	on part sections for each commenced part section of ten kilometres	12 per cent

respectively, if only one such stretch is sailed but a lock situated there is used,	25 per cent
and if only one part section in the inland port of Brunsbüttel is sailed and no lock situated there is used at the most	15 per cent 100 per cent
d) to or from the port of Brunsbüttel-Ostermoor or on the Upper Eider Lake (Obereidersee) when such pilotage is immediately preceding or following point-to-point pilotage an additional of the amount specified in Section B Part II Column 1;	15 per cent
1.7 on the Kiel Fjord	
between the locks or the roads at Kiel-Holtenau or at Heikendorf and the pilot station on Kiel Lighthouse	
a) when the vessel passes Friedrichsort Lighthouse	100 per cent
b) when the vessel does not pass Friedrichsort Lighthouse of the amount specified in Section B Part II Column 2;	40 per cent
1.8 on the River Trave	
for point-to-point pilotage between	
a) Lübeck inner harbours and "Trave" Lightbuoy off Lübeck-Travemünde	100 per cent
b) berths Lübeck-Siems, Lübeck-Schlutup, Lübeck-Herrenwyk and the "Trave" Lightbuoy off Lübeck-Travemünde	90 per cent
c) Lübeck inner harbours and berths Lübeck-Siems, Lübeck-Schlutup and Lübeck-Herrenwyk	60 per cent
d) berths Lübeck-Travemünde and "Trave" Lightbuoy in Lübeck-Travemünde of the amount specified in Section B Part II Column 3;	60 per cent
1.9 on the Flensburg Fjord	
for point-to-point pilotage between Flensburg and the "Flensburger Förde" Buoy. of the amount specified in Section B Part II Column 4;	100 per cent
1.10 for point-to-point pilotage between	
a) the seaward position of the pilot vessel near Lightbuoy "Westerems" and the pilot transfer position near the "GW/TG" Lightbuoy.	15 per cent
b) the seaward position of the pilot vessel near the "3/Jade 2" Lightbuoy and the pilot transfer position near Lightvessel "GB" or in the "Jade Approach" traffic separation zone	12 per cent
c) the seaward position of the pilot vessel near the "Elbe" Buoy and the pilot transfer position near the "E3" Buoy of the maximum amount specified in Section B Part I;	8 per cent

1.11 in the Wismar Bay (pilotage district Wismar)  
for point-to-point pilotage between

- |  |              |
|--|--------------|
| a) Wismar and the "Offentief" or the "Wismar" Buoy   | 100 per cent |
| b) between Wismar and the Inner Roads, respectively,<br>between the Inner Roads and the "Offentief"<br>or the Wismar Buoy. | 50 per cent  |
| c) between the "Wismar" Buoy and the Outer Roads<br>of the amount specified in Section B Part III Column 1;                | 25 per cent  |

1.12 in the Bay of Mecklenburg off Rostock-Warnemünde (Rostock Pilotage District)  
for point-to-point pilotage between

- |  |              |
|--|--------------|
| a) the Maritime Port of Rostock and any one of the<br>seaward pilot transfer positions   | 100 per cent |
| b) Warnemünde and any one of the seaward pilot<br>transfer positions   | 90 per cent  |
| c) the City Port of Rostock and any one of the<br>seaward pilot transfer positions   | 130 per cent |
| d) the Roadstead and any one of the<br>seaward pilot transfer positions  | 50 per cent  |
| e) the Freight and Fishing Port of Rostock and any one<br>of the seaward pilot transfer positions<br>of the amount specified in Section B Part III Column 2; | 115 per cent |

1.13 in the waters around the Island of Rügen (Stralsund Pilotage District) and  
for point-to-point pilotage between

- |  |              |
|--|--------------|
| a) the Maritime Port North of Stralsund and the "Gellen" Buoy  | 100 per cent |
| b) the Maritime Port South of Stralsund and the "Gellen" Buoy  | 110 per cent |
| c) the Maritime Port North of Stralsund and the Eastern Access<br>near the "Landtief B" or "Osttief 2" Buoys             | 150 per cent |
| d) the Maritime Port South of Stralsund and the Eastern Access<br>near the "Landtief B" or "Osttief 2" Buoys             | 140 per cent |
| e) all other stretches within the Stralsund Pilotage District<br>of the amount specified in Section B Part III Column 3; | 100 per cent |

1.14 The consultation fee payable by vessels moving from one mooring site to another  
while in pilotage waters shall be determined in accordance with Section B Part IV  
Item 1.

1.15 If, in the course of point-to-point pilotage or while a vessel is shifting berths, the  
services of the sea pilot involved are required in connection with anchoring,  
calibration of the direction-finding apparatus, the compensation of the compass,  
trial run manoeuvres (anchor trials, turning-circle tests), or distance runs, an  
extra consultation fee as specified in Section B Part IV Item 2 shall be payable;  
this provision shall not apply to pilotage in the Kiel Canal.

1.16 On the Kiel Canal, an extra consultation fee as specified in Section B Part IV  
Item 2 shall be payable by vessels anchoring or mooring in the course of point-

to-point pilotage for bunkering or for taking aboard provisions or equipment. The same shall apply to vessels dredging/excavating or loading or unloading cargo in the course of point-to-point pilotage.

## **2 Compensation for waiting time**

2.1 Compensation for waiting time as specified in Section B Part IV Item 3 shall be payable

2.1.1 if the sea pilot has boarded the vessel at the agreed time, or is available for service at the agreed location, but the commencement respectively the continuation of the voyage is delayed for more than one hour: for each additional commenced hour of waiting time;

2.1.2 if the sea pilot requested for service is not taken aboard or if he is released without having rendered his services for each commenced hour of his absence from the duty station;

2.1.3 if the time of the sea pilot's presence aboard is extended by the vessel's dredging/excavating, anchoring or mooring in the course of pilotage for each commenced hour; this provision does not apply to waiting time spent in the sidings of the Kiel Canal on account of local circumstances provided such waiting time does not exceed two hours;

2.1.4 if the sea pilot has boarded the vessel in a port outside the pilotage district in question but does not start rendering his services until the vessel has reached that pilotage district: for each commenced hour of the time from the sea pilot leaving his duty station until he starts rendering his services.

2.1.5 if the sea pilot, having finished rendering his services, remains aboard (whether upon the request of the vessel's master or because he cannot be transferred) but does not continue his advisory activity against payment: for each commenced hour of the time until the sea pilot returns to the duty station. If several periods of waiting time occur in the course of one act of pilotage, the compensation payable shall be calculated for the sum of all such periods.

## **3 Compensation for expenses**

Compensation for expenses shall be payable as follows

3.1 in cases coming within the description of Paragraph 2.1.2 above: a compensation for useless travel as specified in Section B Part IV Item 4;

3.2 in cases coming within the description of Paragraph 2.1.4 or 2.1.5 above: a daily allowance as specified in Section B Part IV Item 5 for each twenty-four hour period;

- 3.2.1 however, if free meals and appropriate accommodation aboard are provided, a daily allowance shall be payable at a reduced rate as specified in Section B Part IV Item 6.
- 3.3 a daily allowance as specified in Section B Part IV Item 5 if a sea pilot has been requested for service under Item 1.10(a) (involving his transfer by helicopter to the pilot transfer position near the "GW/RG" Lightbuoy), is available for service at the helicopter station, or at the pilot transfer position, but cannot be brought aboard or taken off on account of other than local circumstances;
- 3.4 a daily allowance as specified in Section B Part IV Item 5 if a sea pilot requested for service under Paragraph 1.10(a) is transferred near the light vessel GB or to the pilot transfer position in the "Jade Approach" traffic separation zone, or is available for service at the station of the pilot transfer means, or at the pilot transfer position, but cannot be brought aboard or taken off on account of other than local circumstances;
- 3.5 a compensation in money as specified in Section B Part IV Item 7 if the vessel's master is not in a position to provide appropriate accommodation to the sea pilot taken aboard.
- 3.6 in addition to the above, a sea pilot shall be reimbursed for the travel expenses necessarily incurred for travelling between this home and the duty station as well as between the duty station and the vessel to be piloted. Transport means will be selected according to the needs of timely manning the vessel with pilot. If public transport is used by the sea pilot for travelling between the duty station and the vessel to be piloted, the costs for First Class surface travel, respectively, the costs for Economy or Business Class air travel shall be reimbursable, assuming that the most favourable route is used. The competent Waterways and Shipping Directorate may issue Guidelines specifying the type of transportation to be used and the amount of compensation for expenses to be paid.

**B. Table of pilot fees**  
**Part I**  
**as amended on January 1<sup>st</sup>, 2015**

Gross tonnage	River Ems Euro	Lower River Weser Euro	Outer River Weser Euro	River Jade Euro	River Elbe Euro
more than – up to	1	2	3	4	5
0 - 300	321	325	202	215	179
300 - 400	333	343	214	224	185
400 - 500	346	361	225	234	190
500 - 600	360	379	236	245	194
600 - 700	375	397	247	257	202
700 - 800	391	414	257	272	211
800 - 900	409	431	268	288	222
900 - 1 000	428	448	278	305	229
1 000 - 1 100	448	465	288	323	238
1 100 - 1 200	469	483	299	342	246
1 200 - 1 300	489	500	310	361	255
1 300 - 1 400	510	516	320	380	263
1 400 - 1 500	531	532	330	399	271
1 500 - 1 600	552	549	340	418	281
1 600 - 1 700	574	566	350	437	286
1 700 - 1 800	595	582	360	453	293
1 800 - 1 900	617	599	370	469	300
1 900 - 2 000	639	616	380	485	307
2 000 - 2 100	660	633	390	497	313
2 100 - 2 200	681	650	400	509	320
2 200 - 2 300	702	667	411	520	325
2 300 - 2 400	723	684	421	531	333
2 400 - 2 500	744	701	431	542	341
2 500 - 2 600	765	717	441	553	347
2 600 - 2 700	786	734	451	564	354
2 700 - 2 800	808	751	461	576	361
2 800 - 2 900	829	768	471	588	367
2 900 - 3 000	850	785	481	600	378
3 000 - 3 200	872	802	492	616	390
3 200 - 3 400	894	820	505	633	399
3 400 - 3 600	917	837	518	650	407
3 600 - 3 800	941	855	531	669	424
3 800 - 4 000	966	874	545	689	436
4 000 - 4 200	992	894	558	710	448
4 200 - 4 400	1 019	917	572	731	461
4 400 - 4 600	1 047	944	586	751	472
4 600 - 4 800	1 075	974	600	771	490
4 800 - 5 000	1 104	1 006	614	792	509
5 000 - 5 500	1 134	1 038	628	813	527

...

5 500 - 6 000	1 168	1 070	641	835	546
6 000 - 6 500	1 207	1 103	653	859	569
6 500 - 7 000	1 250	1 136	666	883	594
7 000 - 7 500	1 293	1 169	679	907	619
7 500 - 8 000	1 335	1 201	692	931	640
8 000 - 8 500	1 378	1 233	705	956	664
8 500 - 9 000	1 421	1 266	717	981	685
9 000 - 9 500	1 464	1 298	729	1 006	710
9 500 - 10 000	1 507	1 331	741	1 031	728
10 000 - 10 500	1 550	1 363	753	1 056	750
10 500 - 11 000	1 593	1 396	765	1 081	771
11 000 - 11 500	1 637	1 429	778	1 107	784
11 500 - 12 000	1 681	1 461	791	1 132	799
12 000 - 12 500	1 725	1 493	804	1 157	813
12 500 - 13 000	1 769	1 525	817	1 181	828
13 000 - 13 500	1 813	1 555	829	1 203	841
13 500 - 14 000	1 857	1 585	841	1 225	860
14 000 - 14 500	1 901	1 615	852	1 247	878
14 500 - 15 000	1 944	1 645	863	1 269	898
15 000 - 15 500	1 986	1 675	875	1 292	915
15 500 - 16 000	2 028	1 705	886	1 315	932
16 000 - 16 500	2 070	1 735	898	1 338	951
16 500 - 17 000	2 112	1 765	909	1 360	972
17 000 - 17 500	2 154	1 795	920	1 383	993
17 500 - 18 000	2 194	1 827	931	1 405	1 010
18 000 - 18 500	2 232	1 860	941	1 427	1 030
18 500 - 19 000	2 270	1 893	951	1 448	1 049
19 000 - 19 500	2 307	1 926	961	1 468	1 067
19 500 - 20 000	2 343	1 959	972	1 489	1 088
20 000 - 20 500	2 377	1 992	982	1 510	1 105
20 500 - 21 000	2 411	2 024	993	1 530	1 124
21 000 - 21 500	2 445	2 054	1 004	1 551	1 143
21 500 - 22 000	2 479	2 083	1 014	1 573	1 162
22 000 - 22 500	2 512	2 112	1 025	1 595	1 181
22 500 - 23 000	2 545	2 142	1 037	1 616	1 200
23 000 - 23 500	2 578	2 171	1 048	1 638	1 220
23 500 - 24 000	2 610	2 200	1 059	1 660	1 238
24 000 - 24 500	2 640	2 228	1 071	1 682	1 258
24 500 - 25 000	2 669	2 257	1 083	1 704	1 276
25 000 - 25 500	2 698	2 286	1 095	1 726	1 297
25 500 - 26 000	2 720	2 315	1 109	1 748	1 317
26 000 - 26 500	2 742	2 345	1 123	1 773	1 338
26 500 - 27 000	2 763	2 375	1 137	1 798	1 357
27 000 - 27 500	2 784	2 405	1 152	1 826	1 378
27 500 - 28 000	2 803	2 436	1 168	1 851	1 398
28 000 - 28 500	2 822	2 468	1 185	1 876	1 417
28 500 - 29 000	2 841	2 499	1 203	1 901	1 438

		29			
29 000 - 29 500	2 860	2 532	1 221	1 926	1 460
29 500 - 30 000	2 879	2 564	1 238	1 951	1 477
30 000 - 31 000	2 898	2 597	1 254	1 976	1 499
31 000 - 32 000	2 917	2 631	1 271	2 001	1 520
32 000 - 33 000	2 936	2 665	1 288	2 026	1 541
33 000 - 34 000	2 955	2 701	1 306	2 051	1 559
34 000 - 35 000	2 974	2 737	1 324	2 076	1 580
35 000 - 36 000	2 993	2 775	1 341	2 101	1 601
36 000 - 37 000	3 012	2 821	1 359	2 126	1 618
37 000 - 38 000	3 031	2 870	1 377	2 151	1 641
38 000 - 39 000	3 050	2 920	1 395	2 176	1 661
39 000 - 40 000	3 069	2 970	1 413	2 201	1 688
for any further commenced 2 000 more than 40 000	24	92	37	49	34
at the most however	3 700	3 700	3 700	3 700	3 700

**B. Table of pilot fees**  
**Part II**  
**as amended on January 1<sup>st</sup>, 2015**

Gross tonnage more than – up to	Kiel Canal Euro 1	Kiel Fjord Euro 2	River Trave Euro 3	Flensburg Fjord Euro 4
0 - 300	800	210	135	103
300 - 400	801	211	139	129
400 - 500	802	214	142	158
500 - 600	803	217	148	194
600 - 700	829	219	160	221
700 - 800	852	221	171	245
800 - 900	878	225	179	271
900 - 1 000	903	227	191	300
1 000 - 1 100	928	228	202	313
1 100 - 1 200	956	229	215	326
1 200 - 1 300	983	232	223	348
1 300 - 1 400	1 013	233	240	372
1 400 - 1 500	1 039	234	249	384
1 500 - 1 600	1 064	239	258	409
1 600 - 1 700	1 090	243	269	449
1 700 - 1 800	1 113	251	283	463
1 800 - 1 900	1 138	254	294	474
1 900 - 2 000	1 159	261	306	484
2 000 - 2 100	1 177	270	316	486
2 100 - 2 200	1 200	277	324	510
2 200 - 2 300	1 216	285	336	537
2 300 - 2 400	1 239	293	347	555
2 400 - 2 500	1 258	302	360	578
2 500 - 2 600	1 278	313	369	597
2 600 - 2 700	1 301	322	387	619
2 700 - 2 800	1 318	330	400	642
2 800 - 2 900	1 349	339	418	662
2 900 - 3 000	1 380	352	430	670
3 000 - 3 200	1 411	364	437	678
3 200 - 3 400	1 439	370	451	686
3 400 - 3 600	1 468	383	459	709
3 600 - 3 800	1 501	392	473	726
3 800 - 4 000	1 534	402	489	749
4 000 - 4 200	1 568	409	495	755
4 200 - 4 400	1 602	420	511	772
4 400 - 4 600	1 635	431	522	800
4 600 - 4 800	1 680	447	533	815
4 800 - 5 000	1 723	460	547	838
5 000 - 5 500	1 768	478	571	871

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5 500 - 6 000	1 815	489	592	917
6 000 - 6 500	1 864	508	613	942
6 500 - 7 000	1 912	524	635	971
7 000 - 7 500	1 966	536	650	984
7 500 - 8 000	2 015	546	673	1 006
8 000 - 8 500	2 070	556	689	1 064
8 500 - 9 000	2 121	567	710	1 115
9 000 - 9 500	2 172	576	728	1 146
9 500 - 10 000	2 228	586	747	1 175
10 000 - 10 500	2 281	593	764	1 223
10 500 - 11 000	2 336	605	782	1 251
11 000 - 11 500	2 390	623	799	1 278
11 500 - 12 000	2 433	630	819	1 304
12 000 - 12 500	2 475	640	827	1 308
12 500 - 13 000	2 517	648	834	1 358
13 000 - 13 500	2 558	654	843	1 408
13 500 - 14 000	2 598	662	852	1 435
14 000 - 14 500	2 627	671	860	1 461
14 500 - 15 000	2 653	680	872	1 476
15 000 - 15 500	2 679	686	879	1 497
15 500 - 16 000	2 703	695	883	1 540
16 000 - 16 500	2 730	701	896	1 564
16 500 - 17 000	2 754	710	902	1 584
17 000 - 17 500	2 807	719	910	1 633
17 500 - 18 000	2 818	728	919	1 675
18 000 - 18 500	2 828	738	928	1 701
18 500 - 19 000	2 839	746	936	1 728
19 000 - 19 500	2 849	756	947	1 755
19 500 - 20 000	2 860	762	956	1 782
20 000 - 20 500	2 870	775	968	1 796
20 500 - 21 000	2 881	783	976	1 827
21 000 - 21 500	2 892	792	981	1 860
21 500 - 22 000	2 902	799	992	1 891
22 000 - 22 500	2 913	810	1 004	1 924
22 500 - 23 000	2 923	817	1 009	1 956
23 000 - 23 500	2 934	827	1 016	1 993
23 500 - 24 000	2 945	838	1 026	2 027
24 000 - 24 500	2 955	847	1 034	2 061
24 500 - 25 000	2 966	856	1 043	2 095
25 000 - 25 500	2 977	869	1 049	2 133
25 500 - 26 000	2 987	879	1 057	2 168
26 000 - 26 500	2 997	888	1 067	2 209
26 500 - 27 000	3 008	897	1 075	2 245
27 000 - 27 500	3 019	908	1 083	2 284
27 500 - 28 000	3 029	918	1 094	2 324
28 000 - 28 500	3 040	926	1 102	2 363
28 500 - 29 000	3 051	939	1 112	2 406

29 000 - 29 500	3 061	950	1 118	2 447
29 500 - 30 000	3 072	959	1 122	2 454
30 000 - 31 000	3 083	969	1 140	2 460
31 000 - 32 000	3 093	981	1 155	2 466
32 000 - 33 000	3 103	990	1 171	2 470
33 000 - 34 000	3 115	999	1 187	2 478
34 000 - 35 000	3 125	1 014	1 201	2 485
35 000 - 36 000	3 135	1 021	1 220	2 490
36 000 - 37 000	3 146	1 030	1 235	2 496
37 000 - 38 000	3 157	1 051	1 251	2 502
38 000 - 39 000	3 167	1 076	1 265	2 508
39 000 - 40 000	3 177	1 086	1 282	2 514
for any further Commenced 2 000 more than 40 000 at the most however	21 3 600	20 3 171	28 3 400	16 2 790

**B. Table of pilot fees  
Part III  
as amended on January 1<sup>st</sup>, 2015**

Gross tonnage more than – up to	Wismar Euro 1	Rostock Euro 2	Stralsund Euro 3
0 - 300	39	39	42
300 - 400	55	46	65
400 - 500	67	59	90
500 - 600	115	101	113
600 - 700	131	119	137
700 - 800	161	138	163
800 - 900	194	155	185
900 - 1 000	224	160	211
1 000 - 1 100	257	179	230
1 100 - 1 200	281	199	249
1 200 - 1 300	304	220	268
1 300 - 1 400	328	242	289
1 400 - 1 500	352	261	307
1 500 - 1 600	373	281	326
1 600 - 1 700	396	301	345
1 700 - 1 800	414	324	364
1 800 - 1 900	445	326	382
1 900 - 2 000	466	328	402
2 000 - 2 100	490	346	421
2 100 - 2 200	514	368	437
2 200 - 2 300	536	391	455
2 300 - 2 400	561	411	471
2 400 - 2 500	582	431	488
2 500 - 2 600	607	455	505
2 600 - 2 700	630	476	527
2 700 - 2 800	645	496	553
2 800 - 2 900	664	520	574
2 900 - 3 000	683	540	598
3 000 - 3 200	699	563	622
3 200 - 3 400	714	584	650
3 400 - 3 600	729	591	678
3 600 - 3 800	746	593	709
3 800 - 4 000	762	597	736
4 000 - 4 200	786	635	765
4 200 - 4 400	810	676	793
4 400 - 4 600	835	718	824
4 600 - 4 800	860	761	850
4 800 - 5 000	883	804	880
5 000 - 5 500	917	844	909

5 500 - 6 000	955	891	937
6 000 - 6 500	1080	908	951
6 500 - 7 000	1142	976	983
7 000 - 7 500	1191	1020	1007
7 500 - 8 000	1240	1057	1043
8 000 - 8 500	1351	1096	1057
8 500 - 9 000	1419	1131	1070
9 000 - 9 500	1464	1167	1082
9 500 - 10 000	1512	1204	1096
10 000 - 10 500	1558	1240	1105
10 500 - 11 000	1605	1300	1118
11 000 - 11 500	1649	1360	1131
11 500 - 12 000	1697	1413	1167
12 000 - 12 500	1739	1420	1223
12 500 - 13 000	1781	1422	1283
13 000 - 13 500	1822	1424	1346
13 500 - 14 000	1865	1425	1408
14 000 - 14 500	1907	1537	1473
14 500 - 15 000	1951	1566	1545
15 000 - 15 500	1993	1597	1618
15 500 - 16 000	2036	1628	1701
16 000 - 16 500	2077	1658	1770
16 500 - 17 000	2120	1715	1834
17 000 - 17 500	2163	1843	1902
17 500 - 18 000	2205	1905	1969
18 000 - 18 500	2246	1947	2035
18 500 - 19 000	2289	1990	2101
19 000 - 19 500	2333	2034	2167
19 500 - 20 000	2374	2075	2233
20 000 - 20 500	2417	2120	2298
20 500 - 21 000	2458	2163	2366
21 000 - 21 500	2502	2205	2432
21 500 - 22 000	2544	2233	2499
22 000 - 22 500	2587	2261	2564
22 500 - 23 000	2631	2287	2632
23 000 - 23 500	2672	2316	2673
23 500 - 24 000	2712	2341	2714
24 000 - 24 500	2718	2369	2718
24 500 - 25 000	2718	2397	2718
25 000 - 25 500	2718	2423	2718
25 500 - 26 000	2718	2450	2718
26 000 - 26 500	2718	2478	2718
26 500 - 27 000	2718	2504	2718
27 000 - 27 500	2718	2532	2718
27 500 - 28 000	2718	2559	2718
28 000 - 28 500	2718	2587	2718
28 500 - 29 000	2718	2614	2718

29 000 - 29 500	2718	2639	2718
29 500 - 30 000	2718	2667	2718
30 000 - 31 000	2718	2694	2718
31 000 - 32 000	2718	2718	2718
32 000 - 33 000	2718	2747	2718
33 000 - 34 000	2718	2760	2718
34 000 - 35 000	2718	2775	2718
35 000 - 36 000	2718	2789	2718
36 000 - 37 000	2718	2803	2718
37 000 - 38 000	2718	2817	2718
38 000 - 39 000	2718	2831	2718
39 000 - 40 000	2718	2845	2718
for any further			
Commenced 2 000		27	
more than 40 000			
at the most	2 718	3 486	2 718
however			

**B. Table of pilot fees**  
**Part IV**  
**as amended on January 1<sup>st</sup>, 2015**

Serial	Type of pilot fees	Paragraph	Euro
1	Consultation fee for transfer Basic amount		77
	in addition for any gross tonnage of 100	1.14	2,40
2	Additional consultation fee gross tonnage of a vessel	1.15 and 1.16	
	up to 2 000		38
	more than 2 000 up to 5		63
	more than 5 000 up to 10		103
	more than 10 000 up to 20		180
	more than 20 000 up to 30		233
	more than 30 000		285
3	Compensation for waiting	2.1	80
	Compensation for expenses		
4	For travelling in vain	3.1	59
5	Daily allowance	3.2, 3.3 and 3.4	103
6	Reduced daily allowance	3.2.1	21
7	For lacking accommodation	3.5	36