

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 01.01.2012, on page 12

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

- as from 01.01.2012, on page 27.

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

- as from 01.01.2012, on page 36

Yours sincerely

The team of the

Water and Shipping Directorate North, collecting agency

Water and Shipping Directorate North, branch Pilotage Affairs Warnemünde

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**Tariff Ordinance for District Pilotage
as amended on January 1st, 2012
- 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 Trave obliged to take a pilot by

	60 per cent
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- | | |
|--|-------------|
| 2.1 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 |
| 2.2 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 result certified 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.

(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.

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" 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 1st, 2012**

Gross tonnage	River Ems Euro	River Weser Euro	River Jade Euro	River Elbe Euro
more than – up to	1	2	3	4
0 - 300	43	44	58	51
300 - 400	54	55	73	68
400 - 500	61	70	87	87
500 - 600	65	86	97	89
600 - 700	68	98	106	94
700 - 800	70	105	114	97
800 - 900	72	112	123	99
900 - 1 000	75	119	133	101
1 000 - 1 100	78	127	144	105
1 100 - 1 200	81	135	154	110
1 200 - 1 300	85	145	165	116
1 300 - 1 400	88	155	175	119
1 400 - 1 500	91	165	186	123
1 500 - 1 600	94	176	197	129
1 600 - 1 700	97	187	208	133
1 700 - 1 800	100	197	219	140
1 800 - 1 900	103	207	231	146
1 900 - 2 000	107	217	242	152
2 000 - 2 100	111	224	252	157
2 100 - 2 200	114	231	263	164
2 200 - 2 300	117	238	273	169
2 300 - 2 400	120	244	284	175
2 400 - 2 500	124	250	295	182
2 500 - 2 600	129	256	305	189
2 600 - 2 700	134	263	315	196
2 700 - 2 800	139	270	325	202
2 800 - 2 900	144	278	336	216
2 900 - 3 000	150	287	346	222
3 000 - 3 200	157	297	366	240
3 200 - 3 400	165	309	386	251
3 400 - 3 600	175	322	407	265
3 600 - 3 800	186	336	427	281
3 800 - 4 000	197	350	448	297
4 000 - 4 200	208	363	469	315
4 200 - 4 400	219	376	490	329
4 400 - 4 600	232	389	510	347
4 600 - 4 800	248	404	532	373
4 800 - 5 000	272	420	556	391
5 000 - 5 500	300	442	597	430

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5 500 - 6 000	331	474	639	458
6 000 - 6 500	362	516	682	498
6 500 - 7 000	397	558	725	539
7 000 - 7 500	435	596	768	579
7 500 - 8 000	474	633	812	620
8 000 - 8 500	514	667	856	661
8 500 - 9 000	553	699	899	703
9 000 - 9 500	591	729	943	744
9 500 - 10 000	628	759	987	763
10 000 - 10 500	658	787	1 030	784
10 500 - 11 000	686	814	1 073	804
11 000 - 11 500	714	842	1 117	843
11 500 - 12 000	740	870	1 162	881
12 000 - 12 500	767	899	1 207	921
12 500 - 13 000	799	929	1 250	960
13 000 - 13 500	833	960	1 293	998
13 500 - 14 000	867	990	1 335	1 040
14 000 - 14 500	901	1 019	1 377	1 080
14 500 - 15 000	935	1 047	1 417	1 120
15 000 - 15 500	969	1 076	1 456	1 161
15 500 - 16 000	1 004	1 106	1 496	1 200
16 000 - 16 500	1 040	1 136	1 537	1 241
16 500 - 17 000	1 075	1 166	1 579	1 282
17 000 - 17 500	1 110	1 196	1 621	1 324
17 500 - 18 000	1 145	1 226	1 667	1 365
18 000 - 18 500	1 180	1 256	1 709	1 408
18 500 - 19 000	1 215	1 284	1 752	1 450
19 000 - 19 500	1 250	1 311	1 795	1 492
19 500 - 20 000	1 285	1 335	1 838	1 533
20 000 - 20 500	1 320	1 359	1 880	1 576
20 500 - 21 000	1 355	1 382	1 918	1 617
21 000 - 21 500	1 390	1 406	1 957	1 660
21 500 - 22 000	1 426	1 431	1 996	1 702
22 000 - 22 500	1 461	1 456	2 035	1 745
22 500 - 23 000	1 496	1 481	2 075	1 785
23 000 - 23 500	1 531	1 506	2 118	1 829
23 500 - 24 000	1 566	1 531	2 160	1 870
24 000 - 24 500	1 601	1 556	2 203	1 906
24 500 - 25 000	1 636	1 581	2 246	1 953
25 000 - 25 500	1 669	1 607	2 289	1 999
25 500 - 26 000	1 701	1 632	2 332	2 046
26 000 - 26 500	1 733	1 658	2 375	2 090
26 500 - 27 000	1 766	1 683	2 418	2 136
27 000 - 27 500	1 800	1 708	2 460	2 182
27 500 - 28 000	1 835	1 734	2 500	2 229
28 000 - 28 500	1 872	1 759	2 530	2 274
28 500 - 29 000	1 915	1 784	2 560	2 320

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29 000 - 29 500	1 959	1 811	2 590	2 367
29 500 - 30 000	2 004	1 839	2 620	2 413
30 000 - 31 000	2 050	1 869	2 650	2 457
31 000 - 32 000	2 113	1 907	2 680	2 504
32 000 - 33 000	2 186	1 955	2 710	2 551
33 000 - 34 000	2 260	2 009	2 740	2 595
34 000 - 35 000	2 334	2 071	2 770	2 642
35 000 - 36 000	2 405	2 142	2 800	2 688
36 000 - 37 000	2 475	2 214	2 830	2 735
37 000 - 38 000	2 546	2 294	2 860	2 779
38 000 - 39 000	2 617	2 384	2 890	2 825
39 000 - 40 000	2 687	2 474	2 920	2 872
40 000 - 42 000	2 745	2 565	2 950	2 894
42 000 - 44 000	2 793	2 648	2 954	2 913
44 000 - 46 000	2 840	2 730	2 954	2 925
46 000 - 48 000	2 880	2 813	2 954	2 940
48 000 - 50 000	2 919	2 860	2 954	2 952
50 000 - 52 000	2 954	2 907	2 954	2 952
more than 52000	2 954	2 954	2 954	2 954

B. Table of pilotage dues
Part II
as amended on January 1st, 2012

Gross tonnage	Kiel Canal	Kiel Fjord	River Trave	Flensburg Fjord
more than – up to	Euro	Euro	Euro	Euro
	1	2	3	4
0 - 300	21	18	15	18
300 - 400	28	20	19	21
400 - 500	35	21	22	24
500 - 600	41	24	28	28
600 - 700	48	28	31	32
700 - 800	52	32	33	39
800 - 900	57	35	37	41
900 - 1 000	64	39	43	45
1 000 - 1 100	66	43	46	53
1 100 - 1 200	68	45	47	63
1 200 - 1 300	72	47	51	67
1 300 - 1 400	74	50	54	72
1 400 - 1 500	77	51	57	79
1 500 - 1 600	79	54	63	87
1 600 - 1 700	83	57	68	91
1 700 - 1 800	87	63	72	98
1 800 - 1 900	88	65	75	102
1 900 - 2 000	90	68	79	107
2 000 - 2 100	96	72	83	121
2 100 - 2 200	98	75	88	133
2 200 - 2 300	100	79	91	139
2 300 - 2 400	101	80	97	144
2 400 - 2 500	103	83	101	151
2 500 - 2 600	106	88	103	155
2 600 - 2 700	110	90	107	162
2 700 - 2 800	116	96	113	166
2 800 - 2 900	118	99	118	172
2 900 - 3 000	120	102	121	177
3 000 - 3 200	128	106	129	229
3 200 - 3 400	133	112	133	241
3 400 - 3 600	139	117	141	252
3 600 - 3 800	142	121	145	264
3 800 - 4 000	151	125	152	274
4 000 - 4 200	155	132	156	298
4 200 - 4 400	156	136	164	309
4 400 - 4 600	163	144	169	322
4 600 - 4 800	164	151	175	336
4 800 - 5 000	166	158	183	347
5 000 - 5 500	174	165	190	406

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5 500 - 6 000	179	171	206	441
6 000 - 6 500	189	182	219	530
6 500 - 7 000	196	190	237	570
7 000 - 7 500	204	204	250	663
7 500 - 8 000	212	213	266	706
8 000 - 8 500	219	222	282	745
8 500 - 9 000	224	239	296	787
9 000 - 9 500	233	251	312	828
9 500 - 10 000	241	265	323	887
10 000 - 10 500	246	276	341	949
10 500 - 11 000	254	290	355	1 010
11 000 - 11 500	262	296	369	1 044
11 500 - 12 000	270	303	377	1 139
12 000 - 12 500	274	317	389	1 209
12 500 - 13 000	285	325	400	1 255
13 000 - 13 500	292	339	415	1 294
13 500 - 14 000	296	353	426	1 342
14 000 - 14 500	305	365	438	1 388
14 500 - 15 000	314	374	450	1 476
15 000 - 15 500	320	386	454	1 541
15 500 - 16 000	329	397	461	1 605
16 000 - 16 500	337	408	468	1 654
16 500 - 17 000	343	419	472	1 704
17 000 - 17 500	352	427	477	1 752
17 500 - 18 000	359	438	484	1 801
18 000 - 18 500	366	448	490	1 828
18 500 - 19 000	372	458	495	1 855
19 000 - 19 500	380	468	502	1 887
19 500 - 20 000	387	476	508	1 920
20 000 - 20 500	396	486	515	1 953
20 500 - 21 000	403	495	520	1 984
21 000 - 21 500	413	505	525	2 020
21 500 - 22 000	419	516	530	2 054
22 000 - 22 500	426	525	538	2 090
22 500 - 23 000	435	536	545	2 125
23 000 - 23 500	441	543	551	2 165
23 500 - 24 000	449	552	554	2 201
24 000 - 24 500	455	562	561	2 240
24 500 - 25 000	463	573	567	2 276
25 000 - 25 500	470	585	573	2 318
25 500 - 26 000	476	595	578	2 357
26 000 - 26 500	485	607	585	2 399
26 500 - 27 000	492	618	591	2 441
27 000 - 27 500	501	628	596	2 473
27 500 - 28 000	507	639	603	2 506
28 000 - 28 500	516	650	608	2 506
28 500 - 29 000	523	661	613	2 506

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29 000 - 29 500	530	672	620	2 506
29 500 - 30 000	538	684	625	2 506
30 000 - 31 000	552	694	638	2 506
31 000 - 32 000	568	706	649	2 506
32 000 - 33 000	583	717	661	2 506
33 000 - 34 000	596	726	672	2 506
34 000 - 35 000	613	739	684	2 506
35 000 - 36 000	627	743	694	2 506
36 000 - 37 000	642	759	708	2 506
37 000 - 38 000	658	773	719	2 506
38 000 - 39 000	672	790	730	2 506
39 000 - 40 000	688	802	741	2 506
40 000 - 42 000	718	835	766	2 506
42 000 - 44 000	747	864	789	2 506
44 000 - 46 000	777	893	811	2 506
46 000 - 48 000	807	922	835	2 506
48 000 - 50 000	838	953	858	2 506
for any further commenced				
2 000 more than 50 000	32	30	7	0
but not more than	2 506	2 506	2 506	2 506

**B. Table of pilotage dues
Part III
as amended on January 1st, 2012**

Gross tonnage	Wismar Euro 1	Rostock Euro 2	Stralsund Euro 3
more than – up to			
0 - 300	19	17	20
300 - 400	24	19	26
400 - 500	31	23	34
500 - 600	65	46	70
600 - 700	78	53	84
700 - 800	89	64	97
800 - 900	100	72	108
900 - 1 000	112	79	122
1 000 - 1 100	119	88	130
1 100 - 1 200	130	97	142
1 200 - 1 300	142	103	153
1 300 - 1 400	152	114	166
1 400 - 1 500	165	121	179
1 500 - 1 600	175	129	190
1 600 - 1 700	187	138	204
1 700 - 1 800	198	147	217
1 800 - 1 900	208	153	229
1 900 - 2 000	220	163	241
2 000 - 2 100	232	165	253
2 100 - 2 200	242	173	265
2 200 - 2 300	254	180	278
2 300 - 2 400	266	189	289
2 400 - 2 500	276	197	301
2 500 - 2 600	288	205	315
2 600 - 2 700	299	213	326
2 700 - 2 800	312	220	340
2 800 - 2 900	322	229	351
2 900 - 3 000	332	237	365
3 000 - 3 200	350	243	384
3 200 - 3 400	373	252	408
3 400 - 3 600	396	266	431
3 600 - 3 800	418	281	455
3 800 - 4 000	441	296	483
4 000 - 4 200	463	312	505
4 200 - 4 400	486	325	530
4 400 - 4 600	509	341	554
4 600 - 4 800	530	354	579
4 800 - 5 000	553	373	604
5 000 - 5 500	576	374	628
5 500 - 6 000	600	387	653

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6 000 - 6 500	622	403	678
6 500 - 7 000	645	418	703
7 000 - 7 500	667	433	727
7 500 - 8 000	690	449	752
8 000 - 8 500	712	464	777
8 500 - 9 000	735	477	801
9 000 - 9 500	758	493	825
9 500 - 10 000	780	509	851
10 000 - 10 500	802	557	875
10 500 - 11 000	824	583	899
11 000 - 11 500	847	608	925
11 500 - 12 000	870	636	949
12 000 - 12 500	892	662	974
12 500 - 13 000	914	689	998
13 000 - 13 500	938	716	1 023
13 500 - 14 000	960	743	1 047
14 000 - 14 500	982	769	1 073
14 500 - 15 000	1 005	795	1 098
15 000 - 15 500	1 027	822	1 122
15 500 - 16 000	1 052	848	1 146
16 000 - 16500	1 073	875	1 172
16 500 - 17 000	1 095	903	1 196
17 000 - 17 500	1 119	928	1 221
17 500 - 18 000	1 141	956	1 245
18 000 - 18 500	1 163	982	1 271
18 500 - 19 000	1 187	1 009	1 295
19 000 - 19 500	1 209	1 012	1 319
19 500 - 20 000	1 231	1 015	1 344
20 000 - 20 500	1 254	1 020	1 367
20 500 - 21 000	1 277	1 023	1 393
21 000 - 21 500	1 300	1 027	1 418
21 500 - 22 000	1 321	1 031	1 443
22 000 - 22 500	1 344	1 035	1 467
22 500 - 23 000	1 366	1 040	1 493
23 000 - 23 500	1 389	1 043	1 516
23 500 - 24 000	1 412	1 046	1 542
24 000 - 24 500	1 434	1 052	1 565
24 500 - 25 000	1 458	1 055	1 591
25 000 - 25 500	1 480	1 070	1 615
25 500 - 26 000	1 503	1 074	1 640
26 000 - 26 500	1 526	1 078	1 664
26 500 - 27 000	1 548	1 081	1 689
27 000 - 27 500	1 571	1 086	1 714
27 500 - 28 000	1 592	1 089	1 738
28 000 - 28 500	1 615	1 098	1 763
28 500 - 29 000	1 638	1 109	1 788
29 000 - 29 500	1 661	1 117	1 813

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29 500 - 30 000	1 683	1 128	1 837
30 000 - 31 000	1 705	1 165	1 862
31 000 - 32 000	1 728	1 203	1 885
32 000 - 33 000	1 756	1 242	1 917
33 000 - 34 000	1 811	1 280	1 977
34 000 - 35 000	1 865	1 318	2 035
35 000 - 36 000	1 918	1 356	2 096
36 000 - 37 000	1 972	1 393	2 153
37 000 - 38 000	2 027	1 433	2 214
38 000 - 39 000	2 081	1 476	2 272
39 000 - 40 000	2 134	1 522	2 331
40 000 - 42 000	2 242	1 575	2 389
42 000 - 44 000	2 350	1 642	2 449
44 000 - 46 000	2 448	1 719	2 506
46 000 - 48 000	2 479	1 799	2 506
48 000 - 50 000	2 506	1 880	2 506
for any further commenced			
2 000 more than 50 000		70	
but not more than	2 506	2 506	2 506

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	55 per cent
d) berths Lübeck-Travemünde and "Trave" Lightbuoy in Lübeck-Travemünde	55 per cent
of the amount specified in Section B Part II Column 3;	
1.9 on the Flensburg Fjord	
for point-to-point pilotage between Flensburg and the "Flensburger Förde" Buoy.	100 per cent
of the amount specified in Section B Part II Column 4;	
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.	18 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	16 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,
between the Inner Roads and the "Offentief"
or the Wismar Buoy. | 50 per cent |
| c) between the "Wismar" Buoy and the Outer Roads
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
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
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
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 | 140 per cent |
| e) all other stretches within the Stralsund Pilotage District
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 1st, 2012

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	290	325	204	226	177
300 - 400	301	343	216	236	183
400 - 500	313	361	227	246	188
500 - 600	325	379	238	257	192
600 - 700	337	397	249	270	200
700 - 800	352	414	260	286	209
800 - 900	369	431	271	303	220
900 - 1 000	386	448	281	321	227
1 000 - 1 100	403	465	291	340	235
1 100 - 1 200	422	483	302	360	243
1 200 - 1 300	441	500	313	380	252
1 300 - 1 400	460	516	323	400	260
1 400 - 1 500	479	532	333	420	268
1 500 - 1 600	498	549	343	440	278
1 600 - 1 700	517	566	353	460	283
1 700 - 1 800	536	582	363	477	290
1 800 - 1 900	556	599	373	494	297
1 900 - 2 000	576	616	384	510	304
2 000 - 2 100	595	633	394	523	310
2 100 - 2 200	615	650	404	536	317
2 200 - 2 300	634	667	415	547	321
2 300 - 2 400	652	684	425	558	329
2 400 - 2 500	670	701	435	570	337
2 500 - 2 600	689	717	446	582	343
2 600 - 2 700	708	734	456	594	350
2 700 - 2 800	728	751	466	606	357
2 800 - 2 900	747	768	476	618	363
2 900 - 3 000	766	785	486	632	374
3 000 - 3 200	786	802	497	648	386
3 200 - 3 400	806	820	510	666	395
3 400 - 3 600	827	837	523	684	403
3 600 - 3 800	849	855	536	704	419
3 800 - 4 000	872	874	550	725	431
4 000 - 4 200	895	894	564	747	443
4 200 - 4 400	920	917	578	769	456
4 400 - 4 600	945	944	592	790	467
4 600 - 4 800	970	974	606	812	485
4 800 - 5 000	996	1 006	620	834	504
5 000 - 5 500	1 023	1 038	634	856	521

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5 500 - 6 000	1 051	1 070	647	879	540
6 000 - 6 500	1 089	1 103	660	904	563
6 500 - 7 000	1 128	1 136	673	929	588
7 000 - 7 500	1 166	1 169	686	954	612
7 500 - 8 000	1 204	1 201	699	980	633
8 000 - 8 500	1 242	1 233	712	1 006	657
8 500 - 9 000	1 281	1 266	724	1 033	678
9 000 - 9 500	1 320	1 298	736	1 059	702
9 500 - 10 000	1 358	1 331	748	1 085	720
10 000 - 10 500	1 397	1 363	761	1 111	742
10 500 - 11 000	1 436	1 396	773	1 138	763
11 000 - 11 500	1 476	1 429	786	1 165	776
11 500 - 12 000	1 516	1 461	799	1 192	790
12 000 - 12 500	1 556	1 493	812	1 218	804
12 500 - 13 000	1 596	1 525	825	1 243	819
13 000 - 13 500	1 636	1 555	837	1 266	832
13 500 - 14 000	1 676	1 585	849	1 289	851
14 000 - 14 500	1 715	1 615	861	1 312	869
14 500 - 15 000	1 753	1 645	872	1 336	888
15 000 - 15 500	1 791	1 675	884	1 360	905
15 500 - 16 000	1 829	1 705	895	1 384	922
16 000 - 16 500	1 867	1 735	907	1 408	941
16 500 - 17 000	1 905	1 765	918	1 432	962
17 000 - 17 500	1 942	1 795	929	1 456	982
17 500 - 18 000	1 978	1 827	940	1 479	999
18 000 - 18 500	2 013	1 860	950	1 502	1 019
18 500 - 19 000	2 047	1 893	960	1 524	1 038
19 000 - 19 500	2 080	1 926	971	1 545	1 055
19 500 - 20 000	2 113	1 959	982	1 567	1 076
20 000 - 20 500	2 144	1 992	992	1 589	1 093
20 500 - 21 000	2 175	2 024	1 003	1 611	1 112
21 000 - 21 500	2 205	2 054	1 014	1 633	1 131
21 500 - 22 000	2 234	2 083	1 024	1 656	1 149
22 000 - 22 500	2 264	2 112	1 035	1 679	1 168
22 500 - 23 000	2 294	2 142	1 047	1 701	1 187
23 000 - 23 500	2 324	2 171	1 059	1 724	1 207
23 500 - 24 000	2 354	2 200	1 070	1 747	1 225
24 000 - 24 500	2 380	2 228	1 082	1 770	1 244
24 500 - 25 000	2 406	2 257	1 094	1 793	1 262
25 000 - 25 500	2 432	2 286	1 107	1 816	1 283
25 500 - 26 000	2 453	2 315	1 120	1 840	1 303
26 000 - 26 500	2 472	2 345	1 134	1 866	1 324
26 500 - 27 000	2 491	2 375	1 149	1 893	1 342
27 000 - 27 500	2 510	2 405	1 164	1 921	1 363
27 500 - 28 000	2 527	2 436	1 180	1 948	1 383
28 000 - 28 500	2 544	2 468	1 197	1 975	1 402
28 500 - 29 000	2 560	2 499	1 215	2 001	1 422

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29 000 - 29 500	2 576	2 532	1 233	2 027	1 444
29 500 - 30 000	2 593	2 564	1 250	2 053	1 461
30 000 - 31 000	2 610	2 597	1 267	2 079	1 483
31 000 - 32 000	2 627	2 631	1 284	2 106	1 504
32 000 - 33 000	2 643	2 665	1 301	2 133	1 524
33 000 - 34 000	2 659	2 701	1 319	2 159	1 542
34 000 - 35 000	2 675	2 737	1 337	2 185	1 563
35 000 - 36 000	2 691	2 775	1 355	2 211	1 584
36 000 - 37 000	2 707	2 821	1 373	2 238	1 601
37 000 - 38 000	2 723	2 870	1 391	2 264	1 623
38 000 - 39 000	2 740	2 920	1 409	2 290	1 643
39 000 - 40 000	2 757	2 970	1 427	2 317	1 670
for any further commenced 2 000 more than 40 000 at the most however	21 3 700	92 3 700	37 3 700	52 3 700	33 3 700

**B. Table of pilot fees
Part II
as amended on January 1st, 2012**

Gross tonnage more than – up to	Kiel Canal Euro 1	Kiel Fjord Euro 2	River Trave Euro 3	Flensburg Fjord Euro 4
0 - 300	755	191	131	98
300 - 400	756	192	134	123
400 - 500	757	195	137	151
500 - 600	758	197	143	185
600 - 700	782	199	155	211
700 - 800	804	201	165	234
800 - 900	829	205	173	258
900 - 1 000	852	207	185	286
1 000 - 1 100	876	208	195	298
1 100 - 1 200	902	209	208	311
1 200 - 1 300	928	211	216	332
1 300 - 1 400	956	212	232	355
1 400 - 1 500	981	213	241	366
1 500 - 1 600	1 004	217	250	390
1 600 - 1 700	1 028	221	260	428
1 700 - 1 800	1 051	228	274	441
1 800 - 1 900	1 074	231	284	452
1 900 - 2 000	1 093	238	296	461
2 000 - 2 100	1 111	246	306	463
2 100 - 2 200	1 132	252	313	486
2 200 - 2 300	1 148	259	325	512
2 300 - 2 400	1 169	267	336	529
2 400 - 2 500	1 188	275	348	551
2 500 - 2 600	1 206	284	357	569
2 600 - 2 700	1 227	293	374	590
2 700 - 2 800	1 244	300	387	612
2 800 - 2 900	1 273	309	404	631
2 900 - 3 000	1 302	320	416	639
3 000 - 3 200	1 331	331	423	646
3 200 - 3 400	1 358	337	436	654
3 400 - 3 600	1 386	349	444	676
3 600 - 3 800	1 417	356	458	692
3 800 - 4 000	1 448	366	473	714
4 000 - 4 200	1 480	372	479	720
4 200 - 4 400	1 512	383	494	736
4 400 - 4 600	1 543	392	505	763
4 600 - 4 800	1 585	407	516	777
4 800 - 5 000	1 626	418	529	799
5 000 - 5 500	1 669	435	552	830

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5 500 - 6 000	1 712	445	573	874
6 000 - 6 500	1 759	462	593	898
6 500 - 7 000	1 805	477	614	926
7 000 - 7 500	1 855	487	629	938
7 500 - 8 000	1 902	497	651	959
8 000 - 8 500	1 953	506	667	1 014
8 500 - 9 000	2 002	516	687	1 063
9 000 - 9 500	2 050	524	704	1 092
9 500 - 10 000	2 103	533	723	1 120
10 000 - 10 500	2 153	540	739	1 166
10 500 - 11 000	2 204	551	757	1 193
11 000 - 11 500	2 256	567	773	1 218
11 500 - 12 000	2 296	573	792	1 243
12 000 - 12 500	2 335	583	800	1 247
12 500 - 13 000	2 375	589	807	1 295
13 000 - 13 500	2 414	595	816	1 342
13 500 - 14 000	2 452	602	824	1 368
14 000 - 14 500	2 479	611	832	1 393
14 500 - 15 000	2 503	618	844	1 407
15 000 - 15 500	2 528	624	850	1 427
15 500 - 16 000	2 551	632	854	1 468
16 000 - 16 500	2 576	638	867	1 491
16 500 - 17 000	2 599	646	873	1 510
17 000 - 17 500	2 620	654	880	1 557
17 500 - 18 000	2 630	662	889	1 597
18 000 - 18 500	2 640	672	898	1 622
18 500 - 19 000	2 650	679	906	1 647
19 000 - 19 500	2 660	688	916	1 673
19 500 - 20 000	2 670	693	925	1 699
20 000 - 20 500	2 680	705	937	1 712
20 500 - 21 000	2 690	713	944	1 742
21 000 - 21 500	2 700	720	949	1 773
21 500 - 22 000	2 710	727	960	1 803
22 000 - 22 500	2 720	737	971	1 834
22 500 - 23 000	2 730	744	976	1 865
23 000 - 23 500	2 740	752	983	1 900
23 500 - 24 000	2 750	762	993	1 932
24 000 - 24 500	2 760	771	1 000	1 965
24 500 - 25 000	2 770	779	1 009	1 997
25 000 - 25 500	2 780	790	1 015	2 033
25 500 - 26 000	2 790	800	1 023	2 067
26 000 - 26 500	2 800	808	1 032	2 106
26 500 - 27 000	2 810	817	1 040	2 140
27 000 - 27 500	2 820	826	1 048	2 177
27 500 - 28 000	2 830	835	1 058	2 215
28 000 - 28 500	2 840	843	1 066	2 253
28 500 - 29 000	2 850	854	1 076	2 294

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29 000 - 29 500	2 860	864	1 082	2 333
29 500 - 30 000	2 870	873	1 086	2 339
30 000 - 31 000	2 880	882	1 103	2 345
31 000 - 32 000	2 890	892	1 117	2 351
32 000 - 33 000	2 900	901	1 133	2 355
33 000 - 34 000	2 910	909	1 148	2 362
34 000 - 35 000	2 920	922	1 162	2 369
35 000 - 36 000	2 930	929	1 180	2 374
36 000 - 37 000	2 940	937	1 195	2 379
37 000 - 38 000	2 950	956	1 210	2 385
38 000 - 39 000	2 960	979	1 224	2 391
39 000 - 40 000	2 970	988	1 240	2 397
for any further				
Commenced 2 000	15	18	27	15
more than 40 000				
at the most	3 600	3 085	3 400	2 660
however				

B. Table of pilot fees**Part III****as amended on January 1st, 2012**

Gross tonnage more than – up to	Wismar Euro 1	Rostock Euro 2	Stralsund Euro 3
0 - 300	39	39	42
300 - 400	54	46	65
400 - 500	67	59	89
500 - 600	115	101	113
600 - 700	130	118	137
700 - 800	160	138	162
800 - 900	193	154	184
900 - 1 000	223	159	210
1 000 - 1 100	256	179	229
1 100 - 1 200	280	198	248
1 200 - 1 300	303	219	267
1 300 - 1 400	326	241	287
1 400 - 1 500	350	260	306
1 500 - 1 600	372	280	324
1 600 - 1 700	394	300	344
1 700 - 1 800	413	322	362
1 800 - 1 900	443	324	381
1 900 - 2 000	464	326	400
2 000 - 2 100	488	345	419
2 100 - 2 200	512	366	435
2 200 - 2 300	534	389	453
2 300 - 2 400	558	410	469
2 400 - 2 500	580	429	486
2 500 - 2 600	605	453	503
2 600 - 2 700	627	474	525
2 700 - 2 800	643	494	550
2 800 - 2 900	661	517	572
2 900 - 3 000	680	538	595
3 000 - 3 200	696	560	619
3 200 - 3 400	711	582	648
3 400 - 3 600	726	588	675
3 600 - 3 800	743	590	706
3 800 - 4 000	759	594	733
4 000 - 4 200	783	632	762
4 200 - 4 400	807	673	789
4 400 - 4 600	831	715	820
4 600 - 4 800	856	758	847
4 800 - 5 000	880	801	877
5 000 - 5 500	914	841	905
5 500 - 6 000	950	887	933
6 000 - 6 500	1 076	904	947

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6 500 - 7 000	1 137	972	979
7 000 - 7 500	1 186	1 016	1 003
7 500 - 8 000	1 235	1 052	1 039
8 000 - 8 500	1 346	1 091	1 052
8 500 - 9 000	1 413	1 126	1 065
9 000 - 9 500	1 458	1 162	1 078
9 500 - 10 000	1 506	1 199	1 091
10 000 - 10 500	1 551	1 235	1 100
10 500 - 11 000	1 598	1 294	1 114
11 000 - 11 500	1 642	1 354	1 126
11 500 - 12 000	1 689	1 407	1 162
12 000 - 12 500	1 732	1 414	1 217
12 500 - 13 000	1 774	1 416	1 278
13 000 - 13 500	1 815	1 418	1 340
13 500 - 14 000	1 857	1 419	1 402
14 000 - 14 500	1 899	1 530	1 467
14 500 - 15 000	1 943	1 559	1 539
15 000 - 15 500	1 984	1 590	1 611
15 500 - 16 000	2 027	1 621	1 694
16 000 - 16 500	2 068	1 651	1 762
16 500 - 17 000	2 111	1 708	1 826
17 000 - 17 500	2 153	1 835	1 894
17 500 - 18 000	2 196	1 897	1 960
18 000 - 18 500	2 237	1 939	2 026
18 500 - 19 000	2 280	1 982	2 092
19 000 - 19 500	2 323	2 025	2 158
19 500 - 20 000	2 364	2 066	2 223
20 000 - 20 500	2 407	2 111	2 288
20 500 - 21 000	2 448	2 153	2 356
21 000 - 21 500	2 491	2 196	2 421
21 500 - 22 000	2 533	2 223	2 488
22 000 - 22 500	2 576	2 251	2 553
22 500 - 23 000	2 619	2 278	2 620
23 000 - 23 500	2 661	2 306	2 662
23 500 - 24 000	2 701	2 331	2 703
24 000 - 24 500	2 707	2 359	2 707
24 500 - 25 000	2 707	2 386	2 707
25 000 - 25 500	2 707	2 413	2 707
25 500 - 26 000	2 707	2 440	2 707
26 000 - 26 500	2 707	2 468	2 707
26 500 - 27 000	2 707	2 493	2 707
27 000 - 27 500	2 707	2 521	2 707
27 500 - 28 000	2 707	2 549	2 707
28 000 - 28 500	2 707	2 576	2 707
28 500 - 29 000	2 707	2 603	2 707
29 000 - 29 500	2 707	2 628	2 707
29 500 - 30 000	2 707	2 655	2 707

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	35		
30 000 - 31 000	2 707	2 683	2 707
31 000 - 32 000	2 707	2 707	2 707
32 000 - 33 000	2 707	2 721	2 707
33 000 - 34 000	2 707	2 735	2 707
34 000 - 35 000	2 707	2 749	2 707
35 000 - 36 000	2 707	2 763	2 707
36 000 - 37 000	2 707	2 777	2 707
37 000 - 38 000	2 707	2 791	2 707
38 000 - 39 000	2 707	2 805	2 707
39 000 - 40 000	2 707	2 819	2 707
for any further			
Commenced 2 000		14	
more than 40 000			
at the most			
however	2 707	3 141	2 707

B. Table of pilot fees
Part IV
as amended on April 1st, 2010

Serial	Type of pilot fees	Paragraph	Euro
1	Consultation fee for transfer Basic amount		73
	in addition for any gross tonnage of 100	1.14	2,28
2	Additional consultation fee gross tonnage of a vessel	1.15 and 1.16	
	up to 2 000		36
	more than 2 000 up to 5		60
	more than 5 000 up to 10		98
	more than 10 000 up to 20		171
	more than 20 000 up to 30		221
	more than 30 000		271
3	Compensation for waiting	2.1	75
	Compensation for expenses		
4	For travelling in vain	3.1	56
5	Daily allowance	3.2, 3.3 and 3.4	98
6	Reduced daily allowance	3.2.1	21
7	For lacking accommodation	3.5	34