



# **Port Charges for the Ports of Brunsbüttel**

Elbehafen, Oilport, Port of Ostermoor

*Ratified by the state of Schleswig-Holstein, valid as of 01. January 2026*

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## **Section I General Rules and Regulations**

### **§ 1 Area of Application**

Following charges apply for the use of the Ports of Brunsbüttel Elbehafen, Oilport and Port of Ostermoor:

- (1) Port Fees (§ 8)
- (2) Quay Dues (§ 9)
- (3) Berthing Fees (§ 10)
- (4) Usage-Based Fees (§§ 11-12)

### **§ 2 Charges**

- (1) Charges are set and collected by the „Brunsbüttel Ports GmbH“.
- (2) Liability for charges begins on entering the assessable port area. The fees are due immediately unless other conditions have been agreed upon.
- (3) Charges referred to in § 1, 1 shall be calculated separately. Invoices shall be paid in Euros.
- (4) Rates in this directive are net rates. If taxable services have been rendered the statutory tax shall be added.
- (5) The owners and users of the vessels, work units and other floating equipment are required to pay the charges and are liable as joint debtors. The shippers and consignee as well as the owner of the cargo and user of the facilities as joint debtors are required to pay the charges for handling of cargo.

### **§ 3 Applications**

- (1) The Duty to report vessels, work units or other floating equipment rests with the master or the person in charge of the craft or object or his respective deputy. He must report the arrival of the vessel, work unit or floating equipment to Brunsbüttel Ports GmbH immediately after entering the Port as well as its departure previous to sailing.
- (2) Duty to report handling or storage of goods rests with the master, shipper, the consignee or the user of the handling equipment.
- (3) The documents necessary for assessment of fees (i. e. tonnage certificate, capacity certificate, cargo documents, etc.) must be submitted with the notification of arrival. If such documents cannot be presented, Brunsbüttel Ports will estimate the fees on account of the vessel's owner or user.

**§ 4**  
**Rules for Rating and Conversion**

- (1) Fractions of units are counted as a unit.
- (2) Assessment of sea-going vessels will be based on the gross tonnage as shown in the tonnage certificate.
- (3) Assessment of inland waterways craft will be based on the maximum cargo-carrying capacity in metric tons (gauging tons) as shown in the capacity certificate (certificate of measurement).
- (4) To determine the gross tonnage (GT) of unmeasured or uncalibrated vessels, work units and other floating equipment, excluding naval vessels, one gross ton (GT) shall be applied per square metre of water area occupied. The occupied water area in square metres shall be calculated by multiplying the maximum length by the maximum beam. For unmeasured naval vessels, one metric ton of displacement shall be regarded as equivalent to one gross ton (GT).
- (5) When converting tons (t) of cargo-carrying capacity into gross tonnage (GT) or vice versa, the following applies:

1 ton of cargo-carrying capacity shall be equivalent to 0.6 GT. The ton referred to is the metric ton of 1,000 kg. Fractional units of measurement shall be rounded up to the next whole unit.

**§ 5**  
**Ballast**

Ballast means substances that are not meant to be traded and which are used only to create stability of a vessel, work unit or other floating equipment.

**Section II**  
**Rates and Charges**

**§ 6**  
**General Exemption from Port Fees**

The following are exempt from all fees:

- (1) Craft, work units and goods that are used or utilized for construction within the ports.
- (2) Pilot boats, linesmen's boats, fire fighting and rescue craft, surveillance and other craft of federal or state authorities, however, only when on business or official duty.
- (3) Boats of the DGZRS (German lifeboat organization).
- (4) Small boats belonging and tending to craft or work units in the harbors.
- (5) Craft supplying provisions and/or freshwater to ships in the harbors.
- (6) Barges of barge-carrying vessels when fees have been collected from the mother vessel.

- (7) Tugboats assisting ships entering or leaving if they leave the port area immediately after the end of the assignment.
- (8) Ships that enter the Ports solely to dispose of waste or those that dispose of waste before or after cargo operations, for the duration of disposal operations.

**§ 7  
Special Regulations**

- (1) If in particular cases special safety measures are necessary for cargo operations or during the vessel's stay, Brunsbüttel Ports GmbH is to be reimbursed for the accrued costs.
- (2) Vessels, work units or other floating equipment liable for charges in two or three Ports in immediate succession for discharging, loading or as waiting berth will pay the Port fees in the Port where most part of the cargo is charged or discharged.
- (3) Barges that receive goods from or deliver goods to a vessel directly are exempt from Port fees and cargo handling charges providing the vessel being discharged or loaded is paying all Port fees and cargo handling charges at the required rate.

**§ 8  
Port Fees**

- (1) All vessels, work units and other floating equipment that enter or leave the Ports must pay Port fees
- (2) The Port fee for each entry and for each departure is as follows:

1. Sea-going vessels

- a) Oil tankers over 700 GT and Chemical tankers with IOPP-certificate without double hulls and without segregated water ballast tanks

with cargo on board.....	0,357 EUR/GT
in ballast or empty.....	0,258 EUR/GT

- b) Oil tankers over 700 GT and Chemical tankers with IOPP-certificate with double hulls and/or segregated water ballast tanks

with cargo on board.....	0,306 EUR/GT
in ballast or empty.....	0,203 EUR/GT

- c) Dry cargo vessels up to 3,500 GT and Oil tankers up to 700 GT

with cargo.....	0,200 EUR/GT
in ballast or empty.....	0,097 EUR/GT

- d) Dry cargo vessels over 3,500 GT, Chemical tankers without an IOPP-certificate, Gas carriers and other sea-going vessels

with cargo.....	0,315 EUR/GT
in ballast or empty.....	0,214 EUR/GT

## 2. Inland Waterways Craft

with cargo..... 0,188 EUR/t capacity  
in ballast or empty..... 0,097 EUR/t capacity

## 3. Tugs and Salvage vessels ..... 0,071 EUR/kW

On application an annual fee for Tugs or Salvage vessels  
per calendar year may be paid..... 1,502 EUR/kW

## 4. Other Vessels / Craft

with cargo on board..... 0,315 EUR/GT  
without cargo..... 0,214 EUR/GT

- (3) Vessel's specifications as oil tanker as defined in Paragraph 2 No. 1b and 1c for oil tankers must be certified by the tonnage certificate from the respective authority or by a recognized certificate (International Oil Pollution Prevention Certificate – IOPP) from the appropriate ship's safety authority.
- (4) Oil tankers with segregated ballast tanks must provide proof of this by presenting an international tonnage certificate (1969). Provisional certificates issued by the relevant authority shall be accepted. The segregated ballast tanks must comply with Rule 13 in Appendix I of the Convention for the Prevention of Pollution from Ships in the version of the protocol dated 17 February 1978(MARPOL 73/78).
- (5) The design of oil tankers with double hulls must comply with Rule 13f Appendix I of the Convention for the Prevention of Pollution from Ships in the version of the protocol from 17th February 1978 (MARPOL 73/78) and be certified by a recognized certificate (International Oil Pollution Prevention Certificate - IOPP) issued by the relevant ships' safety authority. Provisionally the reduced rates shall also apply to oil tankers whose building order was placed prior to 6th July 1993 when Rule 13f came into effect and whose design as a double hull ship is certified by an authorized ships' safety authority.
- (6) The ballast rate applies also to ships arriving or sailing with cargo on board if the weight of the cargo being discharged or loaded in port is less than  $\frac{1}{4}$  of the cargo carrying capacity and volume.
- (7) The ballast rate also applies to dry cargo vessels arriving with cargo on board that can berth at Elbehafen only partially loaded because of the existing draft restrictions and that will load or discharge in this Port cargo amounting to no more than 60% of their cargo carrying capacity.
- (8) In periods when ice-breaking is required in the respective Port an ice surcharge of 15% must be paid in addition to the fees.
- (9) Ships that enter the port exclusively for repairs do not pay Port fees; but they pay quay fees according to §10 Paragraph 3.
- (10) Inland waterway crafts that discharge or load dry cargo exclusively will not be charged any Port fee.

**§ 9**  
**Commodities /**  
**Cargo Handling Charges**

(1) Cargo handling charges are to be paid for the goods handled in the Ports.

(2) Cargo handling charges are as follows:

**Class I Cargo**

Bulk liquids, not packed

Crude Oils.....	0,291 EUR/t
Heavy Fuel Oil.....	0,229 EUR/t
Ammonia.....	1,674 EUR/t
Ethylene, Butane, Propane, or other gases.....	1,790 EUR/t
Other Petroleum Products.....	0,291 EUR/t
Chemicals.....	0,687 EUR/t
Urea, liquid.....	0,251 EUR/t
All Other Liquids.....	0,515 EUR/t

**Class II Cargo**

Dry Bulk handled by grab

Coal.....	0,331 EUR/t
Copper concentrate.....	0,942 EUR/t
Grit and other building materials.....	0,357 EUR/t
Special charge transshipment (board/board).....	0,357 EUR/t
All Other Dry Bulk handled by grab.....	0,357 EUR/t

**Class III Cargo**

Dry Bulk not suitable to be handled by grab.....	0,672 EUR/t
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**Class IV Cargo**

General Cargo, Container, Urea (in bags) And Vehicles.....	0,959 EUR/t
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**Class V Cargo**

All other goods not listed above.....	2,162 EUR/t
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per metric ton (1.000 kg) started

(3) Cargo handling charges for mineral oil products destined for the shipper's depots are reduced by 50%.

(4) Cargo handling charges for transshipment from one ship to another is 50 % of the rate charged according to (2) for each vessel with the exception stated in §7 (3).

**§ 10**  
**Berthing Fees**

(1) Berthing fees are to be paid by all vessels, work units and other floating equipment which are moored in the Ports after the end of free lay-time. The free lay-time, except for ships under repair, is for

1. Tankers.....	48 hours
2. Bulk carriers	
up to 12,000 GT.....	72 hours
over 12,000 bis 30,000 GT.....	96 hours
over 30,000 GT.....	120 hours
3. General cargo ships.....	72 hours
4. Inland waterway craft.....	48 hours

(2) For all vessels listed under (1) that do not perform cargo operations in the port, there shall be no claim on free lay-time.

The following periods will not be counted as part of the free lay-time:

1. Interruptions of cargo operations for which the operator of the transshipment facility is accountable;
2. Delays due to weather conditions when loading or discharging weather sensitive cargo;
3. Sundays and bank holidays when no cargo is handled.

Claim on a berth expires if on account of cargo handling performance discharging or loading is finished before the end of free lay-time.

(3) Cargo handling charge for every consecutive day (24 hrs.) or part thereof following free lay-time is for

1. Sea-going vessels and other craft, admeasured in GT.....	0,243 EUR/GT
2. Inland Waterways craft.....	0,144 EUR/t capacity

(4) Quay charges for ships that use one of the Ports exclusively to carry out repairs are

for the first 2 lay-days..... 0,144 EUR/GT

for each additional day(24 hours) or part thereof..... 0,071 EUR/GT

after one week (7 days) for each  
additional week (7 days) or part thereof..... 0,243 EUR/GT

unless the berth is needed for cargo operations. Free-of-charge lay-time is not granted to ships under repair.

(5) In periods when ice-breaking is required, an ice surcharge of 15 % must be paid in addition to the charges.

## § 11 Security Fee

- (1) A security fee is charged to meet legal safety requirements in the port area.
- (2) The area of application for the security fee shall initially be limited to the Elbehafen Brunsbüttel.
- (3) The security fee shall be charged for each port call (per arrival and departure):
- |   |                       |
|---|-----------------------|
| 1. Sea-going vessels.....                     | 0.03 EUR/GT           |
| 2. Inland waterways craft (tanker).....       | 0.03 EUR// t capacity |
| 3. Work units / other floating equipment..... | 0.03 EUR/GT           |

## § 12 Harbour Administration Charge (HAC)

- (1) For port-side services provided to vessels berthing at the Elbehafen Brunsbüttel, the Oilport, or the Port of Ostermoor without performing cargo operations, a "Harbour Administration Charge (HAC)" may be applied as follows:

Vessels up to	500	GT	350,00	Euro / day (per call)
	1.000	GT	450,00	Euro / day (per call)
	2.500	GT	750,00	Euro / day (per call)
	5.000	GT	1.250,00	Euro / day (per call)
	10.000	GT	2.250,00	Euro / day (per call)
	20.000	GT	4.500,00	Euro / day (per call)
	50.000	GT	7.500,00	Euro / day (per call)
over	50.000	GT	10.000,00	Euro / day (per call)

- (2) A Harbour Administration Charge (HAC) may also be applied to inland waterways craft, with the conversion rules in § 4 (5) being applicable.
- (3) The HAC shall also apply to vessels or other floating equipment that carry out waterborne supply and disposal operations or transshipments (including board/board).

## § 13 Environmental Ship Index (ESI)

The precondition to receive a discount on Port fees for environmental-friendly ships is the presentation of the ESI-certificate of WPCI (World Ports Climate Initiative).

Within the validity period (calendar year) 10 Ship entries in total with the best ESI-scores  $\geq 20$  receive a discount on port fees (in line with § 8 of this Port charges regulation) in the amount of:

- a) Ships with 20 up to 30 ESI-scores: 5 % discount, but 750,00 € maximum
- b) Ships from 31 ESI-scores on: 10 % discount, but 1.000,00 € maximum

After expiration of the validity period (calendar year) the discount will be credited from Brunsbüttel Ports GmbH.

In case of equal ESI-scores the chronological order of ship entries is relevant. The 11<sup>th</sup> ship entry and further ship entries are not entitled to receive a discount, even when the minimum ESI-score was achieved.

### **Section III Concluding Regulations**

#### **§ 14 Taking Effect**

This tariff is effective as of 01. January 2026.