



Pilotage tariffs for maritime vessels calling at Constanța, Midia și Mangalia ports

I	Pilotage of ships at their arrival / departure at / from port				
	- vessels with GRT up to :		100		148 Euro
	- vessels with GRT from :	100	up to	5.000	343 + (GRT x 0,050) Euro
	- vessels with GRT from:	5.000	up to	10.000	353 + (GRT x 0,049) Euro
	- vessels with GRT from:	10.000	up to	30.000	363 + (GRT x 0,048) Euro
	- vessels with GRT from:	30.000	up to	60.000	393 + (GRT x 0,047) Euro
	- vessels with GRT over:	60.000	up to	90.000	453 + (GRT x 0,046) Euro
			90.000	533 + (GRT x 0,045) Euro	
II	Pilotarea navelor la manevra de mutare de la o dană la alta în cadrul aceluiași port				
	- vessels with GRT up to:		100		176 Euro
	- vessels with GRT from:	100	up to	2.000	173 + (GRT x 0,030) Euro
	- vessels with GRT from:	2.000	up to	5.000	233 + (GRT x 0,029) Euro
	- vessels with GRT from:	5.000	up to	10.000	320 + (GRT x 0,028) Euro
	- vessels with GRT from:	10.000	up to	30.000	460 + (GRT x 0,027) Euro
	- vessels with GRT from:	30.000	up to	60.000	490 + (GRT x 0,026) Euro
- vessels with GRT from:	60.000	up to	90.000	550 + (GRT x 0,025) Euro	
			90.000	640 + (GRT x 0,024) Euro	

Note:

1. The Pilotage rates provided above are increased as follows:

- by 30% for the maneuvers performed on Saturday, Sunday and statutory holidays;
- by 10% for the maneuvers performed during the night (22.00-06.00);
- by 15% for the maneuvers of ships carrying dangerous cargo;
- by 100% for the maneuvers of ships without the main engine running, excepting the cases when shifting by ropes from one berth to another;

2. The Pilotage rates provided above are reduced as follows:

- by 10% for vessels which return to the same Romanian maritime ports in less than 30 days;
- by 25% for liner vessels and container ships;
- by 50% for vessels registered in the Romanian maritime ports;
- by 50% for vessels shifting by ropes from one berth to another;
- by 50% for vessels entering and exiting directly to / from shipyards for repairs (without stopping in the port in which the shipyard is, for whatever reason, other than entering the site and / or without continued calling at the port where the shipyard is located, respectively, for any reason after leaving site);
- by 50% for vessels – new buildings, when leaving the shipyard for the delivery to owner purposes;
- by 50% for vessels that are leaving the shipyard for sea trials and after completing sea trials are coming back to the shipyard.