

**HELSINGBORGS HAMN  
PORT OF HELSINGBORG**

# **HARBOUR DUES**

## **The Port of Helsingborg**

*Valid 1 January 2015 - 31 December 2015*

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# 1. Ships dues

## 1.1 TANKERS

SEK per GT 5.50

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## 1.2 SHIPS IN LINER TRAFFIC

SEK per GT 3.40

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## 1.3 CRUISE SHIPS/PASSENGER SHIPS

The option that generates the highest total sum applies.

SEK per GT 5.25

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Alternatively

SEK per passenger 128.00

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## 1.4 OTHER VESSELS

SEK per GT 4.85

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## 1.5 MINIMUM CHARGE 1.1-1.4

SEK per call 685.00

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## 1.6 ADDITIONAL CHARGE AFTER MORE THAN FOUR DAYS IN PORT

SEK per commenced metre of LOA and per commenced 7-day period 75.00

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### 1.7 HARBOUR DUES FOR OIL TANKERS

Harbour dues for oil tankers are set in accordance with the gross tonnage specified by the applicable tonnage certificate. A discount is made for the total tonnage of segregated ballast tanks and other spaces in the double bottom not used for cargo.

The shipowner or agent must present a certificate that specifies the tonnage of the deductible spaces to the Traffic Central. The certificate must have been issued by a public authority in the vessel's home country. The certificate must have been received by the Traffic Central before the vessel departs at the latest.

### 1.8 EXEMPTED FROM HARBOUR DUES

The following vessels are exempted from paying harbour dues:

- Swedish state-owned vessel on temporary visits.
- Ships in emergency situations calling for no more than 24 hours.

### 1.9 SLUDGE ETC.

If the vessel unloads sludge or other bilge water containing oil, and the water content of this exceeds 25%, an additional fee for increased costs is charged in accordance with the following:

Water content*	Additional fee <b>SEK per GT</b>
= > 25% but < 50%	<b>0.37</b>
= > 50% but < 75%	<b>0.58</b>
= > 75% up to 100%	<b>0.78</b>

\*Water content is estimated using a measuring glass.

### 1.10 SCRUBBER WASTE

If a vessel unloads scrubber waste, the actual cost based on quantity and content will be charged.

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## 2. Environmental discounts

### 2.1 NITRIC OXIDE

The part of the harbour dues calculated based on the vessel's gross tonnage is discounted in accordance with the table given below.

Discharge level, gram NOx/kWh	Passenger ships % Discount	Ships with mineral oil in bulk % Discount	Other ships % Discount
0 - 0.4	68	57	58
0.5 - 0.9	63	52	53
1.0 - 1.9	52	43	46
2.0 - 2.9	42	35	37
3.0 - 3.9	37	31	33
4.0 - 4.9	32	27	28
5.0 - 6.0	27	23	24

### 2.2 CONDITIONS FOR DISCOUNT

In order to receive discount in accordance with item 2.1 above, the Swedish Maritime Administration must have issued a certificate for nitric oxide reduction in accordance with sections 2-3 of the Swedish Maritime Administration's regulations (SJÖFS 1998:13) on the conditions for environmentally differentiated fairway dues.

Discount is not given in the case of calls by ships that, in agreement with the Port of Helsingborg, already pay reduced harbour dues.

Discount must be requested at the same time as notification of the ship's call at port, and a copy of the certificate must be handed in or faxed to the Traffic Central.

If it is in some way established that a ship has contravened the conditions for entitlement to discount set by the Swedish Maritime Administration, the ship, its owner or its agent is liable to pay the difference up to the current full dues.

Shipowners can, by agreement, be charged dues lower than those given in the above discounts if their calls can demonstrate improved measurable documented environmental measures with regard to noise and air pollution that can improve the Port of Helsingborg's environmental performance.

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# 3. Waste and environmental charges

## 3.1 TANKERS

SEK per GT 0.70

## 3.2 SHIPS IN LINER TRAFFIC

SEK per GT 0.80

## 3.3 CRUISE SHIPS/PASSENGER SHIPS

The option that generates the highest total sum applies.

SEK per GT 1.10

Alternatively

SEK per passenger 24.70

### 3.3.1 ADDITIONAL CHARGE AFTER MORE THAN 24 HOURS IN PORT

SEK per passenger and 24 hours 3.90

## 3.4 OTHER VESSELS

SEK per GT 1.10

## 3.5 ADDITIONAL CHARGE AFTER MORE THAN FOUR DAYS IN PORT

Refers to 3.1, 3.2 and 3.3 above.

SEK per commenced metre of LOA and per commenced 7-day period 3.10

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### **3.6 TERMS AND CONDITIONS**

Dues are payable for all vessels unless a special exemption for a named vessel has been granted by the Swedish Maritime Administration and, as a result, the vessel does not unload any waste. Vessels are allowed to unload ship-generated waste without any charges additional to the general fee, in accordance with the conditions stipulated in the Port of Helsingborg's waste management plan.

The amount of the additional charge is independent of the quantity of waste left on shore.

The whole sludge tank must be emptied if the volume of sludge is greater than 25% of the tanks volume. Exceptions to this rule are never made. If the volume of the sludge is 25% or less, emptying is voluntary. The charge for accepting sludge is included in the charges given above.

The unloading of sludge is not permitted at the Helsingör quay.

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# 4. Pumping charge

## 4.1 UNLOADING VIA THE PORT'S PIPELINE SYSTEM

SEK per m<sup>3</sup>

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5.50

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# 5. Harbour dues

With the exception of unitized cargo, these apply to cargo that is handled loose, to or from vessels. These dues are calculated based on the cargo's gross weight, i.e. including any pallet or other packaging.

## 5.1 UNITIZED CARGO

Unitized cargo means cargo in a container, flat rack, trailer or other cargo carrier.

SEK per unit 475.00

## 5.2 NORMAL TARIFF OTHER CARGO

SEK per tonne 43.80

## 5.3 SPECIAL TARIFF OTHER CARGO:

### 5.3.1 CEREALS

SEK per tonne 15.30

### 5.3.2 OIL SEEDS, OLEAGINOUS FRUIT, FODDER PEAS, AND STRAW AND FODDER PLANTS

SEK per tonne 19.80

### 5.3.3 PREPARED FODDER

SEK per tonne 20.70

### 5.3.4 SALT

SEK per tonne 15.10

### 5.3.5 SAND, GRAVEL, MACADAM, LIMESTONE, CHALK, AND CEMENT

SEK per tonne 7.30

### 5.3.6 SULPHATES, PHOSPHATES, AND CARBONATES

SEK per tonne 27.50

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### 5.3.7 INFLAMMABLE GOODS

**Class 1**  
SEK per tonne 41.80

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**Class 2**  
SEK per tonne 33.80

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**Class 3**  
SEK per tonne 22.40

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**5.3.8 BITUMEN**  
SEK per tonne 22.40

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### 5.4 EXEMPTED FROM HARBOUR DUES

Harbour dues are not payable for the following:

- Fuels, provisions, and other items necessary to the ship.
- Oily ballast water or waste water and other waste from the running of the ship.
- Fairway equipment owned by the Swedish Maritime Administration.
- Containers, trailers or other cargo carriers that are not saleable goods.
- Mineral oils that arrive by sea and leave the port by sea in an unchanged state.

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## 6. Advance notification of ships

Before the call to port, the shipowner, ship or agent must give advance notification by letter, fax or email to the Traffic Central. Advance notification must be made no later than 24 hours before the ship's estimated time of arrival, unless the port has taken certain circumstances into account and agreed to a shorter time.

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## 7. Provisions and conditions

The first time a vessel calls at the port, a copy of the international tonnage certificate and a DOS (Declaration of Security) must have been received by the Traffic Central by the time the vessel arrives at the latest. These can be given to the Deputy Harbour Master, who is also the acting PFSO.

If there are no details about the gross tonnage (GT), dues are determined in each individual case.

Dues in accordance with this tariff are payable within Helsingborg's port area, which includes the Bulk Harbour and Råå Harbour.

Order and safety in the port area are, in addition to applicable regulations stipulated by Swedish law, regulated by the Port Regulations for the City of Helsingborg, the Port of Helsingborg Safety Regulations, recommendations and regulations in accordance with the ISPS code (International Ship and Port Facility Security Code), the Act (2004:487) on Maritime Security, and the By-laws for the Port of Helsingborg.

Helsingborgs Hamn AB is a member of the Swedish Ports and Stevedores Association and applies the conditions for terminal operations issued by the Association in 1989.

Other provisions and conditions are regulated by Helsingborgs Hamn AB's general terms and provisions for stevedoring 2011.

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