

PORT DUES AND CHARGES

Port dues and charges for using the port territory of Seehafen Wismar GmbH with watercraft

in force from 01/01/2018

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Part 1 General

The present port dues and charges stipulate the charges accruing for the use of the port of SHW with watercraft (i.a. ships, boats etc.). Goods handling, load securing or other activities carried out by SHW are not covered by these port dues and charges.

The port territory subject to charges comprises the aquatory and the quay and other port facilities of Seehafen Wismar GmbH.

The General Business Conditions of Seehafen Wismar GmbH apply as amended.



§ 1

Types of charges

According to Part 2 “Charges” §§ 6, 7, 8, 9, 10, 11 and 12, port dues, a security charge (ISPS code), a wharfage fee and berthage are to be paid for the use of the port with watercraft.

§ 2

Bases for calculation

The basis for calculating the port dues and charges is:

- a) for sea-going ships the gross register tonnage (GT) according to the international tonnage certificate (1969);
- b) in case of inland waterway craft, half of the maximum deadweight tonnage in tonnes stated in the tonnage certificate.
- c) In levying the dues and charges according to the base (basal area) of watercraft the result of the greatest length multiplied with the greatest width is used as a basis.
- d) If dues or charges are levied by periods of time the full dues or charges shall be applied for each period of time begun.
- e) When computing the wharfage fee the amount of cargo discharged or loaded in tonnes, cubic metres (cbm), solid stacked cubic metres (rm) or cubic metres of trunk timber (fm) to three decimal places is used as a basis.
- f) The dues and charges according to this list are net amounts unless otherwise determined in individual cases. Any value added tax accruing will be charged in addition according to the German VAT Act, as amended.

§ 3

Payment

The obligation to pay the charges arises with the use of the port and port facilities of Seehafen Wismar GmbH. The charges are due 14 days after the date of the invoice. The charges are on principle owed by the watercraft (i.e. the owner/shipowner/ship supplier etc.) that causes the levying of the charge. Apart from this the agent and the client are obliged to make payment jointly and severally with the watercraft.



§ 4

Exemption from payment

1. The following are exempt from paying dues and charges: Watercraft
 - a) employed on sovereign tasks or research tasks of the German government, the state of Mecklenburg-Vorpommern or the Hanseatic City of Wismar;
 - b) foreign state vessels flying their national flag and being used for official state purposes;
 - c) such as pilot's launches, fire-fighting boats, rescue lifeboats, ice-breakers, hydraulic engineering watercraft when deployed for their proper purposes;
 - d) vessels entering the port as a port of distress for the duration of the emergency as well as ships which assist such vessels in distress;
 - e) vessels putting into port for the purpose of medical aid, for a period of 48 hours;
 - f) vessels entering the port upon official invitation of the federal state of Mecklenburg-Vorpommern, the Hanseatic City of Wismar or Seehafen Wismar GmbH.
2. Watercraft that can not leave the port due to their size (length of vessel) in the darkness or for reasons of weather confirmed by the port authority shall be exempt from paying berthage.

§ 5

Registration

The watercraft (i.e. the owner/shipowner/ship supplier/etc.) or their agents have to state the data necessary for the calculation of dues and charges without delay, at the latest after their arrival, to Seehafen Wismar GmbH via the port and shipping authority of the Hanseatic City of Wismar and they have to present the ship's papers, shipping documents and transport documents upon demand.

If no information is given Seehafen Wismar GmbH shall commission the responsible port authority to officially determine the necessary data. The cost of this shall be borne by the master/skipper of the watercraft and/or the owner/shipowner/ship supplier/etc. of the vessel.

Part 2 Dues and charges

§ 6

Port dues

Port dues are payable for watercraft operating on the port territory.

The port dues for each entry and exit per GT are:	
for tankers	€0.14
for tankers with double hull	€0.12
for sea-going vessels and other watercraft with tonnage certificate up to 1,500 GT	€0.07
for sea-going vessels and other watercraft with tonnage certificate from 1,501 GT	€0.11
for passenger and cruise vessels	€0.11
For passenger/cruise vessels, cargo ferries as well as combined passenger and cargo ferries (RoPax) in regular scheduled service* the port dues shall be determined separately.	

* A regular scheduled service exists if the incoming or outgoing voyages are operated independently of the respective cargo volume in each case according to a published schedule in a delineated region of voyage. For ships employed in regular scheduled service an exemption from payment of port dues after a certain number of port calls may be agreed.

§ 7

Security charge (ISPS code)

1. A security charge is payable for ships and watercraft occupying a berth.

The security charge for each port call for ships and other watercraft is:

- a) up to 5000 GT: **€0.04/GT**
- b) from 5001 GT: **€250.00 per port call**

2. The security charge for each port call for ships and other watercraft is:	
a) up to 5000 GT:	0,02 €/GT
b) ab 5001 GT:	125,00 € per port entrance and exit

§ 8 Wharfage fee

1. Ships have to pay a wharfage fee for cargo and passengers as part of handling activities.

The wharfage fee is as follows for:	
metals of all kinds	€0.65/tonne
scrap	€0.35/tonne
liquid and dry bulk cargo, cargo suitable for grab handling	€0.27/tonne
general cargo (e.g. sawn timber in packages, palletised cargo, structural components)	€0.65/tonne
dangerous goods	€1.00/tonne
logs, pulp wood if stated in cbm (m ³)	€0.28/cbm
logs, pulp wood if stated in solid measure of timber in cbm (fm)	€0.28/fm
logs, pulp wood if stated in piles of timber measuring one cbm (rm)	€0.20/rm
RoRo cargo vessels/cargo ferries/RoPax ferries	On request

2. For goods other than those mentioned above the wharfage fee is determined separately.

§ 9 Berthage

1. Berthage is payable for ships and watercraft occupying a berth.

The berthage is as follows:	
for vessels occupying a berth for more than 8 hours after loading or discharging cargo and/or setting down or taking up passengers or for vessels which interrupt the loading/discharging process for more than 8 hours, for each additional 24-hour period begun	€0.08/GT

for pleasure craft in case of temporary use for each 24-hour period begun (amounts include German VAT): <ul style="list-style-type: none"> > boats up to 8 m length > boats over 8 m length shall pay per running metre of boat's length > pleasure craft in case of continuous use shall pay per square metre of their base (basal area) <ul style="list-style-type: none"> ➔ during the summer season (1 April to 31 October) ➔ during the winter season (1 November to 31 March) 	€6.00 €1.00 €14.50/m ² €7.00/m ²
for commercial vessels and other vessels the berthage per square metre of their base and each 30-day period begun is	€2.60/m ²

2. For all watercraft not mentioned above the berthage shall be determined separately.

§ 10

Delivery of freshwater

service	delivery charge Mo to Fri, 6am to 2pm	Surcharges outside regular delivery hours*		
		Monday to Friday 2pm to 10pm	Monday to Friday 10pm to 6am	Saturdays, Sundays, holidays
Connecting charge per delivery	€47.00	50%	100%	100%
Minimum amount up to 8 m ³	€33.00	50%	100%	100%
> 8 m ³ to 50 m ³	€3.70/m ³	50%	100%	100%
> 50 m ³ to 100 m ³	€3.45/m ³	50%	100%	100%
> 100 m ³ to 150 m ³	€3.24/m ³	50%	100%	100%
> 150 m ³	€2.92/m ³	100%	100%	100%

* For deliveries ordered outside the a/m regular delivery hours the surcharges listed shall be charged in addition to the delivery charge for ordered and confirmed services/deliveries.

§ 11

Disposal of ships' waste

1. On the basis of the law governing the disposal of ship-generated wastes and cargo residues in the federal state of Mecklenburg-Vorpommern of 16 December 2003

(Schiffsabfallentsorgungsgesetz – SchAbfEntG M-V) port operators are obliged to take over ships' waste and to dispose of it according to the rules. A flat-rate fee is to be levied for the disposal of ships' waste, which does not include cargo residues, according to § 9 of the law, independently of whether the disposal service is actually used or not.

The basis for calculating the fee is the size of the ship (GT) and its type.

2. The following applies for Seehafen Wismar GmbH:

- a) The basic fee relating to ships is **€0.026/GT**.
- b) For ships that were granted an exemption from obligatory disposal by the port authority under § 7 of the law on the disposal of ships' waste the basic fee is reduced by 50 % and amounts to **€0.13/GT**.
- c) For ships lying in port for longer periods **€0.007/GT** shall become due again after each 5-day period.
- d) The type of ship is taken into account when calculating the fee by applying the following correction factors:

Category	type of ship	GT	correction factor
A	tankers/ bulk carriers and general cargo vessels as well as all other types of self-propelled ships (except category B and C)	< 10,000	1.5
		10,000 – 19,999	1.4
		≥ 20,000 (upper limit of assessment: 40,000)	1.0
B	passenger vessels	≥ 20,000	1.5
		< 20,000	1.0
C	combined passenger and cargo ferries (RoPax), Ro-Ro cargo vessels, car carriers	≥ 20,000	1.3
		< 20,000	1.0

- e) As part of ships' waste disposal and the fees regulation connected with it the maximum amount of oil-containing waste taken over by the port is 2 cbm per ship according to MARPOL I (sludge, bilge water).
If further amounts of oil-containing waste are to be disposed of the ship must commission the waste disposal company directly at its own expense.

§ 12

Shore power

The charges for the shore power connection are agreed individually if and when they accrue.

Part 3 Coming into force

The present port dues and charges come into effect on 1 July 2017. At the same time the port charges of 1 July 2017 become void.

Wismar, 01/01/2018

Seehafen Wismar GmbH

The Managing Director