

Harbour dues

Port of Helsingborg

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I. Ship dues

I.1 TANKERS

SEK per GT..... 5,90

I.2 SHIPS IN LINER TRAFFIC

SEK per GT..... 3,70

I.3 CRUISE / PASSANGER SHIP

(the option generating the highest total sum is applicable)

SEK per GT..... 5,60

Alternative

SEK per passenger..... 138,00

I.4 OTHER VESSELS

SEK per GT..... 5,20

I.5 MINIMUM CHARGE

SEK per call..... 735,00

I.6 ADDITIONAL DUES AFTER MORE THAN FOUR DAYS IN PORT

SEK per commenced metre of LOA and per commenced period of 7 days82,00

I.7 HARBOUR DUES FOR OIL TANKERS

Harbour dues for oil tankers shall be fixed according to the gross tonnage specified on the applicable tonnage certificate. A discount is made for the total tonnage of segregated ballast tanks and other spaces in the double bottom or double hull not used for cargo.

The ship's owner or agent shall present a certification to the Traffic Central that specifies the tonnage of the deductible spaces and that must have been issued by the vessel's national marine administration. The certificate shall have been received by the Traffic Central before the vessel departs at the latest.

I.8 THE FOLLOWING VESSELS ARE EXEMPTED FROM HARBOUR DUES:

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

I.9 SCRUBBER WASTE

Scrubber waste unloaded in the port will be charged at the actual cost based on the quantity and the quality.

2. Environmental discounts

2.1 NITRIC OXIDE

The part of the harbour dues that is calculated on the vessel's gross tonnage is discounted as per the following table.

Discharge level, gram NO _x /kWh	Passenger ship % Discount	Ship with mineral oil in bulk % Discount	Other vessels % 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 SULPHUR OXIDE

Where the ship's bunker oil has a sulphur content of a maximum of 0.21 percentage by weight, there is a discount on the harbour dues of SEK 0.10 per unit of the ship's gross tonnage.

2.3 DISCOUNT CONDITIONS

To be entitled to receive a discount as per item 2.1 above, the Swedish Maritime Administration must have issued a valid certificate for reduction of nitric oxide under sections 2-3 of the Swedish Maritime Administration's regulations (SJÖFS 1998:13) on conditions for environmentally differentiated fairway dues.

To be entitled to receive a discount as per item 2.2 above, the shipping line, shipowner or representative, in a special certificate, must have undertaken and guaranteed that only low-sulphur fuel is used and stored in the all of the ship's bunker tanks.

Discounts are not applicable in the case of ships calling that already, in agreement with the Port of Helsingborg, have reduced harbour dues.

Request for discount must be made at the same time as the notification of the ship's call at port, and a copy of the certificate must be submitted or sent by fax to the Traffic Central.

If it should be established that a ship has breached the Swedish Maritime Administration's conditions regarding entitlement to discount, the ship, its owner or agent is liable to pay the difference up to the current full dues.

3. Waste and environmental charge

3.1 TANKERS

SEK per GT..... 0,79

3.2 SHIPS IN LINER TRAFFIC

SEK per GT..... 0,89

3.3 CRUISE / PASSANGER SHIP

(the option generating the highest total sum is applicable)

SEK per GT..... 1,20

Alternative

SEK per passenger..... 26,50

3.3.1 ADDITIONAL DUES AFTER MORE THAN 24 HOURS IN PORT

SEK per passenger and 24 hours..... 4,20

3.4 OTHER VESSELS

SEK per GT..... 1,20

3.5 ADDITIONAL DUES AFTER MORE THAN 4 DAYS IN PORT

(refers to 3.1, 3.2 and 3.3)

SEK per commenced metre of LOA and per commenced period of 7 days 3,34

3.6 TERMS AND CONDITIONS

Dues are payable for all vessels unless special exemption has been granted for a named vessel by the Swedish Maritime Administration, the said ship thus not depositing any waste. Vessels may deposit ship-generated waste without charges additional to the general fee in accordance with the provisions specified in the Port of Helsingborg's waste management plan.

The size of the additional charge is independent of the quantity of waste deposited ashore.

The whole sludge tank must be emptied (no exemptions granted) if the volume of sludge exceeds 25% of the volume of the tank. If the volume of sludge is 25% or less, emptying is voluntary. The charge for accepting sludge is included in the above charge.

Sludge may not be deposited at the Helsingör quay.

4. Pumping charge

4.1 LOADING VIA THE PORT'S PIPELINE SYSTEM

SEK per m³ 5,94



5. Harbour dues

These apply, with the exception of unitized cargo, to cargo that is conventionally handled to or from vessels. The cargo dues are calculated according to the cargo's gross weight, i.e. including the weight of any pallet or any other packaging.

Unitized cargo, i.e. cargo in container, on flat, in trailer or other cargo carrier

5.1 UNITIZED CARGO

Unitized cargo, i.e. cargo in container, on flat, in trailer or other cargo carrier

SEK per unit..... 515,00

5.2 STANDARD TARIFF OTHER CARGO

SEK per tonne..... 47,00

5.3 SPECIAL TARIFF OTHER CARGO:

5.3.1 CEREALS

SEK per tonne..... 16,30

5.3.2 OIL SEEDS, OLEAGINOUS FRUITS, FODDER PEAS, STRAW AND FODDER

SEK per tonne.....21,45

5.3.3 PREPARED FODDER

SEK per tonne..... 22,24

5.3.4 SALT

SEK per tonne..... 16,20

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

SEK per tonne..... 7,80

5.3.6 SULPHATES, PHOSPHATES, CARBONATES

SEK per tonne..... 29,48

5.3.7 FLAMMABLE GOODS

Class 1

SEK per tonne..... 44,78

Class 2

SEK per tonne..... 36,21

Class 3

SEK per tonne..... 23,97

5.3.8 BITUMEN

SEK per tonne..... 23,97

5.4 HARBOUR DUES ARE NOT PAYABLE FOR:

- Fuel, requisites and provisions for the ship's own use
- Oily ballast or flush water and other waste from the running of the vessel
- Fairway equipment belonging to the Swedish Maritime Administration
- Containers, flats or other cargo carriers that do not constitute an independent commodity
- Mineral oils that arrive by sea and leave the port by sea in unchanged condition



6. Advance notification of ships

Prior to the call at port, the shipping line, ship or agent must give advance notification by letter, fax or email to the Traffic Central. The advance notification must be made at least 24 hours prior to the vessel's estimated arrival unless the port, taking certain circumstances into account, accepts a shorter time.

7. Terms 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 of the vessel's arrival at the latest. It can be presented to the assistant harbour-master who is also the duty PFSO.

If details of the gross tonnage (GT) are missing, dues are determined in each individual case. Dues according to this tariff are payable within the port area of Helsingborg including the Bulk and Råå Harbour.

Order and safety inside the port area are - above applicable regulations according to Swedish law - regulated by the Port Regulations for the City of Helsingborg, the Port of Helsingborg Safety Regulations, recommendations and regulations according to the ISPS-code (International Ship and Port Security Code), the Shipping Protection Act and By-laws for the Port of Helsingborg.

Helsingborgs Hamn AB is a member of the Swedish Ports and Stevedores Association. Operations performed by Helsingborgs Hamn AB are subject to the conditions issued by this association, namely The Swedish Ports and Stevedores Association's General Conditions 1989 for terminal operations.

Other terms are regulated by the Helsingborgs Hamn AB applicable general tariffs, which appear from our home page www.port.helsingborg.se.