

Port Dues

Port of Helsingborg

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I. Port Dues Vessels

I.1 TANKERS

SEK per GT..... 5,90

I.2 VESSELS IN REGULAR SERVICE

SEK per GT..... 3,70

I.3 CRUISE SHIPS / PASSANGER SHIP

The option that generates the highest total amount applies.

SEK per GT..... 5,60

Alternatively

SEK per passenger..... 138,00

I.4 OTHER VESSELS

SEK per GT..... 5,20

I.5 MINIMUM FEE I.1-I.4

SEK per call..... 735,00

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

SEK per commenced metre of LOA (non-residential area) or part thereof and per period of 7 days or part thereof 82,00

I.7 PORT DUES FOR OIL TANKERS

Port dues for oil tankers shall be established according to the gross tonnage that appears on the applicable tonnage certificate. Deductions are made for total tonnage of segregated ballast tanks, and other spaces in the double bottom or double hull that is not used as cargo space.

The ship's owner or agent shall present the Port Traffic Office with a certificate that shows the tonnage of the deductible spaces, and it must be issued by authorities in the vessel's country of registration. The certificate must be received by the Port Traffic Office before the vessel departs.

I.8 EXEMPTED FROM PORT DUES

The following vessels are exempt from port dues:

- Temporary visits by Swedish state-owned vessels.
- Emergency calls under a maximum of 24 hours.

I.9 SCRUBBER WASTE

Scrubber waste deposited by vessels is charged the actual cost based on the amount and content of the waste.

2. Environmental discounts

2.1 NITROGEN OXIDE

The part of the port dues that is calculated based on the vessel's gross tonnage is discounted according to the following table.

| Emissions level, g NO _x /kWh | Passenger ship % Discount | Vessels with crude oil % 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 DISCOUNT CONDITIONS

To receive a discount according to item 2.1 above, a valid certificate must be issued by the Swedish Maritime Administration for the reduction of nitrogen oxide according to sections 2-3 of the Swedish Maritime Administration's regulations.

Discounts are not provided for vessels that are calling and already have an agreement for a reduced port dues with Port of Helsingborg.

The request for discount must be made simultaneously when the vessel's call is announced, and a copy of the certificate must be submitted or sent via fax to the Port Traffic Office.

If it is determined that a vessel has violated the terms set forth by the Swedish Maritime Administration regarding the right to a discount, the vessel, its owner or agent is responsible for paying the difference up the full amount of fees based on the current fee schedule.

Shipping companies whose call can demonstrate improved, measurable, and documented environmental action regarding noise and airborne emissions that can improve HHAB's (Port of Helsingborg AB) environmental performance, can negotiate an agreement to obtain lower port dues than the environmental discounts listed above.

3. Waste and environmental fees

3.1 TANKERS

SEK per GT..... 0,79

3.2 VESSELS IN REGULAR SERVICE

SEK per GT..... 0,89

3.3 CRUISE SHIPS / PASSANGER SHIPS

The option that generates the highest total amount applies.

SEK per GT..... 1,20

Alternatively

SEK per passenger..... 26,50

3.3.1 ADDITIONAL FEES AFTER MORE THAN 24 HOURS IN PORT

SEK per passenger or full day..... 4,20

3.4 OTHER VESSELS

SEK per GT..... 1,20

3.5 ADDITIONAL FEES AFTER MORE THAN 4 DAYS IN PORT

Refer to 3.1, 3.2 and 3.3 above.

SEK per metre of LOA (non-residential area) or part thereof and per period of 7 days or part thereof 3,34

3.6 TERMS AND CONDITIONS

Dues are payable for all vessels unless a special exemption has been granted by the Swedish Maritime Administration for a specific vessel that is not depositing any waste. Vessels may deposit waste that is generated on the ship without any additional fees beyond the general dues listed in the Port of Helsingborg waste management plan.

The size of the additional fees is not related to the amount of waste that is deposited ashore.

The entire sludge tank must be emptied if the volume of sludge exceeds 25% of the tank volume, and no exemption is granted. If the volume of sludge is 25% or less, depositing the sludge sure is voluntary.

Sludge may not be deposited on the City Pier.

4. Pumping charge

4.1 UNLOADING VIA THE PORT'S PIPELINE SYSTEM

SEK per m³ 5,94



5. Port Dues Cargo

With the exception of unitized goods, these fees apply to goods that are handled as conventional goods for handling to or from vessels and are calculated based on the gross weight of the cargo, i.e., including the weight of any pallets or other packaging.

5.1 GENERAL CARGO

General cargo refers to goods in containers, on loading platforms, a trailer or other cargo carrier.

SEK per unit..... 515,00

5.2 STANDARD RATE FOR BULK CARGO

SEK per tonne..... 47,00

5.3 SPECIAL RATE FOR BULK CARGO

5.3.1 GRAIN

SEK per tonne..... 16,30

5.3.2 OLEIFEROUS PLANT SEEDS, OLEAGINOUS FRUITS, FODDER PEAS, STRAW AND FODDER PLANTS

SEK per tonne.....21,45

5.3.3 PREPARED FEEDING STUFFS

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 AND CARBONATES

SEK per tonne..... 29,48

5.3.7 FLAMMABLE CARGO

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 NO PORT DUES

Port dues are not payable for:

- Fuel, provisions and other necessities for the vessel
- Oily ballast or tank flush water another waste from the vessel's own operations
- Swedish Maritime Administration's fairway equipment
- Containers, shipping platforms or other cargo trailers that do not constitute an independent commodity
- Crude oils that arrive by sea and leave port by sea in an unchanged condition



6. Notification of arrival, vessels

Prior to the call, the shipping line, vessel or agent provide advance notification of the vessel to the Port Traffic Office via regular letter, fax or email. The advance notification must be provided at least 24 hours prior to the estimated arrival time of the arriving vessel, unless the port accepts shorter times under certain circumstances.

7. Terms and conditions

The first time that a vessel calls at the port, a copy of the international clinic certificate and a DOS (Declaration of Security) must be received by the Port Traffic Office by the time of the vessel's arrival at the latest. This can be submitted to the harbour master who is also the PFSO on duty.

If information about the gross tonnage (GT) is missing, the fees are determined on a case-by-case basis.

Vessels that are not subject to a collective agreement or similar arrangement for their employees may not issue a call with the Port of Helsingborg. Collective agreements refer to ITF agreements or equivalent or proof of contract negotiations.

Fees according to this rate, are payable within the port of Helsingborg, including the Bulk port and Råå port.

Order and safety within the port area – above any applicable regulations according to Swedish law – are regulated by the Port Regulations for the City of Helsingborg, Safety Regulations for Helsingborgs Hamn AB, recommendations and rules according to the ISPS code (International Ship and Port Security Code), Shipping Protection Act and operating regulations for Helsingborgs Hamn AB.

Helsingborgs Hamn AB is a member of the Swedish Ports and Stevedores Association and applies its Terminal provisions from 1989.

Other terms and conditions are regulated by the General Terms and Conditions for the Stevedoring Operations 2011.