



# Port Tariff 2024

The Board of Directors of Piteå Hamn AB (corporate identity number 556643-1911) has adopted the following port tariff, to take effect on 01.01.2024.

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A fee according to this tariff applies within the area of operation of Port of Piteå and the railway infrastructure managed by Piteå Kommun.

The invoiced amount must reach Piteå Hamn no later than 30 days after the invoice date. Penalty interest is charged under the Interest Act.

## A. VESSEL DUES

Vessel dues are calculated in Swedish kronor (SEK) per unit of gross tonnage (GT).

Vessel dues are charged, unless otherwise stated, each time a ship calls at Port of Piteå.

### 1. VESSEL DUES

- 1.1 Vessel dues are payable in the following amounts per gross tonne (GT) each time the vessel arrives at the port SEK 5.48/GT

The following reduced vessel dues are payable within Port of Piteå.

- 1.2 Vessel dues scheduled service\* SEK 4.26/GT  
1.3 Vessel dues short sea shipping establishment support\*\* SEK 4.26/GT

Vessel dues include waste fee, excluding scrubber, of SEK 0.61/GT.

\* Definition of scheduled service: a vessel arriving at a regular scheduled calling time at least weekly Monday to Friday.

\*\* Definition of short sea shipping: services between Port of Piteå and other ports in Sweden and Finland. This establishment support is limited in time and is payable for the establishment of new traffic during a period of one year from the first port call.

For categories 1.2 and 1.3, contact must be made with the Port of Piteå shipping manager for assessment before service is initiated.

- 1.4 For vessels sailing in and out through the Pitsund, a fee is levied of SEK 4.60/GT  
1.5 For vessels with dual bills of measurement, dues are levied according to the highest gross tonnage.

### 2. ICE SUPPLEMENT

- 2.1 During the ice season, and an icebreaker are in operation or on standby for the fairway, a supplement to the dues under A1.1, .2 and.3 100%

### 3. LAY-DAY FEE

Per metre of LOA and day or part thereof SEK 61/m, day

A lay-day fee is charged for vessels that

- call at the port earlier than is normally required for commencement of discharging/loading,
- after completion of discharging or loading, stay longer than is required for preparation for going to sea and other routine preparation.

### 4. EXCEPTIONS

Vessels belonging to the Swedish State, towing vessels that tow barges subject to payment of a fee and vessels making emergency calls are exempt from vessel dues.

The time limit for state-owned vessels and tugs is one day. The time limit for emergency calls is three days. Full vessel dues are then charged. A lay-day fee is charged after a further three days.

## 5. ENVIRONMENTAL DISCOUNTS

An environmental discount will be granted provided the vessel has been registered in accordance with the provisions for ESI ([www.environmentalshipindex.org](http://www.environmentalshipindex.org)) or CSI ([cleanshippingindex.com](http://cleanshippingindex.com)).

The following apply in addition to the vessel port dues in accordance with the Port of Piteå price list for the calling of vessels:

- 5.1 Vessels with an ESI score of at least 30 or having at least 4 CSI stars are granted a discount of 10% on the vessel dues based on GT.
- 5.2 Vessels using LNG as fuel receive a 20% discount on the vessel dues based on GT.
- 5.3 Notice of registration and fulfilment of the above conditions must be given via vessel notification at [www.piteaportandhub](http://www.piteaportandhub) at the time of call of the vessel.

## B. CARGO DUES

### 6. FEE FOR GOODS

- 6.1 Cargo dues in the amounts stated below are charged for goods discharged or loaded within the area of operation of Port of Piteå. The dues are calculated per 1000 kg, unless otherwise stated in the tariff. Dues in SEK

#### 6.2 Normal tariff

Cargo groups	Unit	Unit price	Volumetric weight
1 Cargo not specified	tonne	23.74	1000
2 Sawn timber products	Solid volume cu m	4.51	550
Pulpwood	Solid volume m <sup>3</sup>	5.70	850
Sawn timber	Solid volume m <sup>3</sup>	5.70	850
Wood-chip, sawdust, firewood	Solid volume m <sup>3</sup>	4.38	370
3 Kraftliner, pulp, reject paper, particleboards	tonne	9.74	1000
4 Cereals, feedstuffs	tonne	7.91	700
5 Limestone, sand, shingle, cement, gravel	tonne	7.36	1800
Leca	tonne	7.36	350
6 Pig iron, iron scrap, bars	tonne	7.79	8000
Strips of iron or steel	tonne	7.79	8000
7 Chemicals in bulk or in sacks	tonne		1000
Calcium chloride, fertilisers	tonne	10.04	1000
8 Goods in unopened container or other cargo carrier	Per TEU	181.00	Loaded
Supplement for cargo containing "Dangerous Goods"	Per TEU	61.00	Loaded
9 Diesel, technical diesel, heating oils	tonne	15.22	1000
Tall oil, RTD, other class 3 cargo	tonne	15.22	1000

Petrol, ethanol	tonne	20.55	1000
Petroleum gases/propane/butane	tonne	31.58	1000

- 6.3 There is additional payment for trained and certified safety personnel for the use of Port of Piteå's product lines according to B.6.2, cargo group 9. If emptying and cleaning of a line is required, this will be charged for.
- 6.4 Port dues in accordance with point B CARGO DUES are charged for reloading of non-seaborne cargo within the port area, from one shore means of transport to another.
- 6.5 An empty container, platform or other load carrier intended as a means of transport is exempt from cargo dues.

## C. WASTE REGULATIONS

Piteå Hamn AB levies charges for reception of waste from vessels (environmental supplements) in accordance with Swedish legislation and EU Directive 2000/59/EC. The dues must cover the cost of normal quantities of waste (sludge and bilge water containing oil as well as solid waste). Piteå Hamn AB is entitled in addition to charge separately for additional costs beyond the conditions stated below.

### 7. DELIVERY OF OIL RESIDUES AND WASTE FROM SHIP ENGINE ROOMS

- 7.1 The waste must originate from ships berthed at Port of Piteå's own quays.
- 7.2 Oil residues and waste normally arising in ship engine rooms can be delivered under the following conditions (normal means what can be accommodated in the keel below the engine room, sludge and bilge tanks):
- The waste must have arisen during the vessel's voyage from the previous port in the vessel's normal operation, and the quantity of waste must be in proportion to the size of the vessel. It must be possible for a copy of a waste declaration from the previous delivery point to be presented.
- The waste consists of water, petroleum hydrocarbons and such additives as are normally contained in waste from heating and lubricating oils. The waste must therefore be free of foreign substances such as PCBs, chlorine, solvents and detergents.
- 7.3 An order for delivery must be placed at least 24 hours before delivery is intended to take place.
- Ordering of reception of waste:  
Monday–Friday 07:30–16.00, the port office, telephone +46 (0)911-23 21 30.
- The order must contain information on quantity, whether the waste is pumpable or not, and what kind of connection is required.
- 7.4 The vessel must be able to pump waste with its own pump and connection for delivery of engine room waste to be carried out to international standard with outlet on deck. The pressure in the line between vessel and shore reception facility must not exceed 0.5 Mpa (5 kp/cm<sup>2</sup>), and the delivery capacity must not be less than 5 m<sup>3</sup>/hour.
- 7.5 Delivery must take place to a special reception facility (e.g. sludge tank, vacuum truck). The waiting time for collection by vacuum truck is 15 minutes including connection.

- 7.6 The delivering vessel must provide personnel for the following:
- Connection and disconnection on board of hoses between vessel and reception facility.
  - Guard on board throughout the time when delivery is in progress.
- 7.7 When the waste is delivered in barrels, these must be set up through the endeavours of the vessel at a place designated by the port. The barrels must be free of defects and tightly sealed and be durably marked with their contents and the name of the vessel.
- 7.8 The waste declaration must accompany the waste to the receiving company. In the case of collection by truck, the declaration is handed to the driver of the truck.
- 7.9 The flash point of the waste must not be below 60°C or otherwise be of such a nature as to lead to dangerous goods.
- 7.10 Ballast water containing oil is not accepted.

## **8. SHIP-GENERATED DOMESTIC WASTE**

Ship-generated domestic waste is separated according to an established waste plan and delivered free of charge to the designated place for refuse in the port area.

Details of handling are presented in the brochure "Waste Management", Piteå Hamn.

## **9. RESPONSIBILITY**

Whoever is responsible on the delivering vessel for the delivery of engine-room waste and masters of vessels or drivers of vehicles receiving the engine-room waste are obliged, within their respective areas of activity, to take all necessary safety measures to prevent engine-room waste being discharged to water or ashore.