

VENE-BALTI SADAM

Port dues and tariffs



Valid since 01.01.2024

1 General provisions

- 1.1. These port fees apply in the Vene-Balti Port (Port). Vene-Balti Sadam OÜ (hereinafter also as the port operator) establishes port fees for services provided to ships and publishes the fees on the website www.portvenebalti.ee
- 1.2. The port operator will notify the change of the port fees at least 1 month in advance.
- 1.3. Port fees are:
 - 1.3.1. tonnage tax;
 - 1.3.2. berth fee
 - 1.3.3. ship waste and cargo waste fee (waste fee);
 - 1.3.4. mooring fee;
 - 1.3.5. pilotage fee
- 1.4. The following ships are exempted from the port fee:
 - 1.4.1. Ships arriving at the port, which transport mainly sick or dead, shipwreck victims to the shore and if the ship's stay in the port does not exceed 24 hours. In case such ships are idle for more than 24 hours, the waste fee and berth fee will be charged to the ship.
 - 1.4.2. Ships used for port construction or reconstruction.
- 1.5. A fishing vessel is understood as a vessel that is built to catch or process fish (or other marine life) and that actually performs at least one of the mentioned functions.
- 1.6. A bunker ship is a ship that supplies other ships with fuel and lubricants. The owner of the bunker vessel must have a valid contract with the port operator.
- 1.7. A shipping route is considered to be regular freight transport by sea according to the traffic schedule, where one or more ships sail and visit the ports indicated in the traffic schedule at specific time intervals.
- 1.8. Any arrival of a ship at a port is considered a commercial entry, with the exception of ships arriving at the port for repairs and ships listed in p.1.4.1 and 1.4.2.
- 1.9. When calculating the port fee, the ship's arrival at the port is considered a ship visit. The transfer of a ship from one Vene-Balti Port basin to another to carry out loading/unloading work or to carry out repair work is not considered a separate port visit, and payment (tonnage tax and waste fee) is charged only at the first entry.
- 1.10. The tonnage tax, waste fee and mooring fee for tankers with separate ballast tanks are calculated on the basis of the reduced gross tonnage (hereinafter GT). In order to make calculations, the ship's captain or agent must present a copy of the International Tonnage Certificate or another internationally recognized document, which shows the ship's reduced GT, to the harbor master during the ship's first visit to the port.
- 1.11. The rigidly connected barge and a tug is considered as one vessel, i.e. port charge is charged on barge and tug based on total GT. The caravan master informs the harbor master's department of the total length of the caravan and the maximum width of the barge. The captain of the barge and tug caravan provides tonnage measurement data for each unit of the caravan and the tug.

2. Tonnage tax

- 2.1. Tonnage tax is charged on the basis of the ship's gross tonnage (GT) for each visit separately at the following rates:
 - 2.1.1. Tankers 1.50 euros/GT per unit
 - 2.1.2. Other ships 0.88 euros/GT per unit
 - 2.1.3. Tonnage tax is not levied on ships entering for repairs, seasonal lay-up under contract or to replenish the ship's supplies. These ships are subject to berth fees.
- 2.2. In the event that a ship orders a free berth or requires a berth before or after the commencement/end of the loading and/or unloading operations for reasons dependent on the ship, the vessel will be charged a berth fee at the rate specified in 3.1

3. Berth fee

- 3.1 A berth fee of 4 euros per day per meter of the length of the ship (length overall - L.O.A) is charged for standing in the port (alongside the quay or another vessel), unless otherwise stipulated in this document.
- 3.2 If the vessel is arrested or detained and berth fee payment has been delayed for more than 30 days, then the berth fee automatically increases to EUR 6 per day for each meter of the vessel's overall length (L.O.A) starting from the date on which the debt was incurred. This rate will also apply if the ship is subsequently released from arrest or detention.

- 3.3. A berth fee of 8 euros per day per each meter of the vessel's length overall (L.O.A), if the vessel is arrested or detained in the port or for any reason independent of the port, and such a vessel and/or its continued stay in the port:
 - 3.3.1. hinders or threatens the activities, property, personnel or customers of companies operating in the port; and/or
 - 3.3.2. endangers or hinders ship traffic, including docking and mooring of ships in the port area; and/or
 - 3.3.3. endangers the environment; and/or
 - 3.3.4. endangers shore personnel; and/or
 - 3.3.5. endangers port buildings; and/or
 - 3.3.6. the ship may lose or has lost stability and/or
 - 3.3.7. the ship does not have the required watchkeeping duty.
- 3.4. The harbor master decides to increase the berth fee and notifies the ship owner, captain, manager or his representative at least 5 days in advance. The invoice, which states the new berth fee rate, is also considered for information. If the ship owner or manager does not object to the harbor master within 10 days, it is considered that he has agreed to the increase in berthing fee.
- 3.5. In case of repair works are carried out at the outer Anchorage area the Road Fee is applied and it is equal to 50% of the Berth fee.

4. Waste fee

- 4.1. Waste fee is taken on the basis of vessel's gross tonnage (separately for each call of the vessel in accordance with the following rates):
 - 4.1.1 Tankers (commercial voyage) - 0,060 EUR/GT per unit
 - 4.1.2 Other ships, including ships calling for repair - 0,050 EUR/GT per unit
- 4.2. If the expenses of the port for the reception of the wastes delivered by the vessel are too high (as compared to the waste usually disposed from ships) the port reserves the right to increase waste fee till the level which will fully cover the cost of actually delivered waste amount.
- 4.3. Military vessels and vessels performing state administrative duties pay for ship-generated waste based on the amount of waste delivered in accordance with the tariffs of the company receiving the waste.
- 4.4. Bilge and sludge collection qualifies under the port waste fee and is collected for free in the amount of 5m³. Amount exceeding the quantity of 5m³ is charged according to receivers tariffs.
- 4.5. The amount of waste, bilge and water containing oil products to be handed over must be indicated in the declaration before the ship arrives at the port in accordance with the procedure provided by legislation. If a proper declaration has not been submitted, the services must be paid according to the tariffs of the waste recipient.

5. Mooring fee

- 5.1. The mooring fee is charged based on the vessel's gross tonnage (GT) for each mooring operation separately in the following cases:
 - 5.1.1 Vessel arrival to the port
 - 5.1.2 Vessel departure from the port
 - 5.1.3 Re-mooring from one berth to another as per Master's or Ship's agent request if it is not connected with cargo operations.
 - 5.1.4 Re-mooring from one berth to another if it is connected with cargo operations.
 - 5.1.5 During docking of the vessel to the dock and from the dock.
 - 5.1.6 Re-mooring from one berth to another if it is connected with ship's repair works.
- 5.2. Mooring fee rates are as follows:

GT limits	Fee, EUR
2 000 and less	135 EUR
2 001 – 5 000	190 EUR
5 001 – 7 500	250 EUR
7 501 – 20 000	320 EUR
20 001 and more	350 EUR

- 5.3. A single mooring operation is considered mooring, unmooring or shifting (till 25 m). Re-mooring a vessel from one berth to another is considered as two mooring operations. Moving the vessel to the road with a later mooring to a quay or turning the vessel 180 degrees, is considered as re-mooring and charged as two mooring operations.

- 5.4. With the prior consent of the harbor master, the bunkering vessels, fishing boats, tug boats, military vessels are exempted from mooring charge, if mooring is performed by the vessel.
- 5.5. If the mooring/unmooring of the ship is delayed for more than 30 minutes due to the fault of the ship's crew, an additional fee of 102 euros/hour will be charged (every hour started is considered a full hour).
- 5.6. If the mooring work is cancelled less than an hour before the work starts, 75 euros will be charged.
- 5.7. Mooring fee rates are increased by the following surcharges:
 - 5.7.1 weekdays from 18.00 till 06.00 – 25%.
 - 5.7.2 weekends and public holidays (p. 8.2) from 00.00 till 23.59 - 100%.
 - 5.7.3 during the winter from 01.12 to 31.03 - 25%, which is added to the surcharges given in clauses 5.7.1 and 5.7.2.

6. Other charges

- 6.1. Electricity and network service must be paid based on the prices of the respective service provider. In case of illegal use of electricity, including unauthorized connection to the network, a fee will be charged for the unauthorized consumption of electricity and network service at a rate of 10 times.
- 6.2. Water supply must be paid based on the prices of the water supplier.
- 6.3. Other services. Acceptance and handling of garbage not included in ship waste and cargo waste according to the prices of the waste carrier.
- 6.4. The costs related to the removal of the pollution are borne by the polluter and must be paid based on the prices of the respective service provider.

7. Payment terms

- 7.1. Due date of all invoices issued is 14 days from the date of issue in case there are no other agreements in contract.
- 7.2. In case of delay in payment of port dues, the port operator may charge 0.1% of the delayed amount for each unpaid day.

8. Working hours

- 8.1. The port management works from Monday to Friday from 08:00 to 17:00. Vessels are serviced around the clock according to orders.
- 8.2. Public holidays are: January 1, February 24, Good Friday, Easter Sunday, May 1, Pentecost, 23-24. June, August 20, 24-26. December.

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