



SILPORT
Port of Sillamäe

PORT OF SILLAMÄE

PORT DUES AND CHARGES

Valid from 01.04.2024

1. General terms

1.1 Compulsory port dues and charges for vessels:

- 1.1.1 tonnage dues
- 1.1.2 quay charges
- 1.1.3 waste charges
- 1.1.4 mooring charges
- 1.1.5 pilotage dues
- 1.1.6 Fairway dues.

1.2 Tonnage dues, quay charges, waste charges and mooring charges dues are levied by Port of Sillamäe. Fairway dues are levied by the Transport Administration, pilotage dues are levied by Riigilaevastik (Estonian State Fleet).

1.3 Port dues charged by the Port of Sillamäe are not levied from:

- 1.3.1 vessels that have called the port only for the transporting to the land the sick, victims of a marine casualty or the deceased, in case the time of their laying in the port does not exceed 24 hours;
- 1.3.2 vessels used in port construction and reconstruction.

1.4 When calculating the charges, the period of time will be rounded off to 0.5 hours. A period of less than 30 min. is considered 0.5 hours and a period over 30 min. 1 hour.

1.5 Port dues and charges are paid to the bank account indicated on the invoice in euros (EUR) at the rate quoted by Eesti Pank (Bank of Estonia) on the day of vessel's departure from the port.

1.6 All invoices are due within 10 days from the date of the invoice, unless established otherwise in the contract. For every delayed day, the port owner is entitled to demand a fine in the amount of 0.15% of the unpaid sum.

1.7 Port owner reserves the right to change the amount of port dues and charges for the services rendered in the port. All parties operating at the port shall be notified of substantial amendments to Port Dues and Charges on the port website at www.silport.ee.

1.8 Ship owners, operators or their agents shall submit proposals for drawing up a schedule for their liners and cruise vessels every year by October 1 at the latest. The proposals submitted later shall be considered in case of possibility after the schedule based on timely submitted schedules has been drawn up.

1.9 The schedule shall be coordinated with the port owner at the latest 1 month prior to the opening of the line. Upon non-following of the schedule discounts to vessels on a regular line are offered only if the non-following of the schedule has been caused by force majeure, accident or hindrances caused by third persons and consequences proceeding from these. The port owner shall be immediately notified in writing of the possible deviations from the schedule. The bringing of an additional vessel or a replacement vessel with different parameters on a line shall be coordinated with the port owner.

1.10 In Port of Sillamäe agents with the appropriate license provide ship agency services for the vessel pursuant to the contracts concluded.

1.11 The document related to the Port Dues and Charges is the Port Rules established by Sillamäe Sadam Ltd.

1.12 Any disputes arising from these Port Dues and Charges that cannot be resolved by agreement shall be governed by the laws of the Republic of Estonia and shall be subject to resolution in Estonian courts.

2 Terms

- 2.1 Tanker of segregated ballast tanks is the oil tanker that confirms the requirements of EU Regulation No 2978/94 Article 2 of November 21, 1994 provisions.
- 2.2 Bunkering vessel is considered a vessel supplying the other vessels with fuel and lubricating oils to satisfy the needs of the given vessels. The ship owner of the bunkering vessel shall have a valid contract with the port owner.
- 2.3 Rigid barge caravan is considered to be one vessel, i.e. the port dues of the barge caravans shall be levied on the basis of the total gross tonnage. The captain of the caravan shall notify the port of the total length and greatest width of the caravan. The captain of the barge caravan shall present a Tonnage Certificate for every part of the caravan and for the tug boat.
- 2.4 A regular line is a maritime transport of cargo based on an officially announced regular schedule with one or several vessels, which call at the ports indicated in the schedule.
- 2.5 A container and ro-ro regular line is a regular line, where container vessels and ro-ro vessels operate and where the aforementioned cargo is in a quantitative surplus. The port owner has the right to demand from the ship owner information on it on a regular basis.

3 Port dues

3.1 Tonnage dues

- 3.1.1 Tonnage dues are levied on the basis of the gross tonnage of the vessel (GT) separately for each entrance of the vessel according to rates as follows:

	EUR / GT unit
Tankers	2,100
Tankers (from 01.05.2024)	2,350
Tankers importing cargo, with GT up to and including 6000	1,860
Passenger ships	0,215
Cruise vessels, yachts and sailing crafts	0,450
Ro-Ro vessels	0,225
Vessels loading/unloading bulk cargoes	1,150
Other vessels	1,050

- 3.1.2 In the event that the ship does not have assigned gross tonnage (GT), in calculating the tonnage dues, the ship's GT size is replaced by its deadweight tonnage (DWT), and for warships, with the tonnage indicated as their displacement.
- 3.1.3 Tonnage dues are levied on the basis of maximum GT limit of the vessel. Tonnage due shall not be levied of the GT exceeding the maximum GT limit. Maximum GT limits for ship types are as follows:

Tankers	90 000 GT units
oil tankers of segregated ballast tanks	75 000 GT units
passenger vessels	30 000 GT units
cruise vessels	50 000 GT units

3.1.4 Discounts for gross tonnage charge

3.1.4.1 For passenger vessels on regular line discounts for gross tonnage charge are valid every calendar year separately:

- 31–90 calls – 10%
- 91–250 calls – 25%
- starting from the 251st call – 80%

3.1.4.2 Discounts for gross tonnage charge for cruise vessels, yachts and sailing craft for every calendar year separately:

- 2–5 calls – 60%
- starting from the 6th call – 80%

3.1.4.3. Deductions established in articles 3.1.3.1 and 3.1.3.2 are valid for each vessel separately in case of fulfilling the schedule.

3.1.4.4. For container and ro-ro vessels on regular lines discounts for tonnage dues for every calendar year separately:

- 1-20 calls – 20%
- 21-40 calls – 30%
- starting from the 41st call – 50%
- For container and ro- ro vessels on a regular line, the number of calls of which is 3 and more times a week, starting from the first call – 65%.

3.1.4.5. For other vessels on a regular line discounts for tonnage dues for every calendar year separately:

- 1-20 calls – 10%
- 21-50 call – 20%
- starting from the 51st call – 40%

3.1.4.6. Fishing vessels get discount from tonnage dues up to 60%.

3.1.4.7. Quay charges are levied from vessels calling at the port only for bunkering, delivery of vessel waste, change of crew, repair work, etc and not engaged in loading-unloading operations, pay a tonnage dues of 1,050 EUR/per GT unit and are levied for the use of free quay pursuant to 3.4.4.

3.2 Waste charges

3.2.1 Waste charges are levied on the basis of the gross tonnage of the vessel (GT) separately for each entrance of the vessel according to rates as follows:

- All ships, excepting ro-ro ships – 0,1 EUR/GT unit (excl. in 3.2.3 noted ships).
- Ro-Ro ships – 0,017 EUR/GT unit.

3.2.2 In case expenses of the owner of the port on reception of the ship's generated waste is exceptionally high (compared to ordinary expenses arising from reception of the waste generated by the similar ship), the owner of the port may cover the uncovered part of the expenses on the basis of the sort and quantity of actually delivered ship's generated waste.

3.2.3 Small and recreational craft up to overall length of 24 metres and 12 passengers, despite of the type and powerplant, fishing vessels, military vessels and vessels performing state administrative duties, are levied for waste according to the tariffs established by the waste receiver.

3.3 Mooring charges

3.3.1 Mooring charges are levied separately for every mooring operation in the following cases:

- at the entrance of the vessel to the port;
- at the departure of the vessel from the port;
- at the shifting of the vessel initiated by the Master and/or ship's agent and under circumstances not connected with loading-unloading operations and due to weather conditions;
- in case of shifting of the vessel due to loading-unloading operations effected by different operators.

3.3.2 Mooring charges are levied according to the gross tonnage of the vessel (GT) separately for every mooring operation according to the rates of mooring charges. Rate of mooring charges in EUR per single mooring operation:

GT range	Cargo ships, EUR	Passenger and cruise vessels, yachts and sailing craft, EUR
0 - 2 000	150	50
2 001 - 6 000	225	83
6 001 - 20 000	300	108
20 001 - 50 000	400	140
50 001 and over	500	165

3.3.3 A single mooring operation is considered mooring, unmooring or hauling (less than 100 m). Re-mooring a vessel from one berth to another is considered two mooring

operations. Shifting the vessel to the road with a later mooring to a quay and turning is considered re-mooring.

- 3.3.4 Ships for which gross tonnage (GT) is not assigned or indicated shall pay a mooring charges of 150 euros per mooring operation.
- 3.3.5 Bunker, fishing and military vessels, yachts and sailing craft are not levied for mooring if the mooring is performed by the ship and the owner of the port has not requested the rendering of the port mooring services.

3.4 Special terms

- 3.4.1 Calculation of port dues for oil tankers of segregated ballast tanks shall be based on the reduced GT in case the ship's Master or agent shall submit the port owner on arrival to the port the vessel's Tonnage Certificate with reduced GT.
- 3.4.2 If vessel, under any circumstances, dependent upon the reasons related to terminal or vessel itself, stays alongside and thus is interfering to the cargo operation of another (waiting) vessel after port's requirements to leave the berth, such vessel would be additionally charged in amount of 15 EUR per day, per every LOA meter, stated into tonnage certificate. In the event of untimely berth leaving, vessel's captain / the owner is straight responsible to the port and any third parties, for the incurred by such delay loss.
- 3.4.3 Time spent alongside without loading/discharging operation charged according to the p.3.4.2.
- 3.4.4 For the use of a free quay by the vessel for operations, which are not connected to loading-discharging operations (i.e. bunkering, waste delivering, repairs) a charge of 3.0 EUR per 24 hours for every meter of vessel length indicated in the Tonnage Certificate shall be applied.
- 3.4.5 Vessels refusing the ordered operation less than 1 hour prior to the time agreed upon, are subject to paying a fine in the amount of 75 EUR.
- 3.4.6 If two or more vessels lie alongside each other, port dues and charges shall be charged from each vessel.

3.5 Other fees

3.5.1 Passenger fee

- 3.5.1.1 Passenger fee is levied at arrival and departure of a vessel according to the number of passengers provided by the captain of the vessel, who arrived at (or left) the port. Passenger fee is levied regardless of whether passengers disembarked or not (excl passengers indicated in 3.5.1.4).
- 3.5.1.2 A fee is levied for every passenger at arrival and departure in the amount of EUR 1.28.
- 3.5.1.3 One-time passenger fee in the amount of 1.02 EUR is levied for every passenger arriving at the port on board a cruise ship and continuing his/her journey on the same ship.
- 3.5.1.4 Passengers onboard a liner who do not disembark at the Port of Sillamäe, are exempted from the passenger fee as their destination is in the third country.
- 3.5.1.5 Passengers of age under 12 are exempted from the passenger fee.

3.5.2 Electric power supply

- plugging the vessel into the electricity system on shore for every kilowatt used per hour - according to the tariff established in the port;
- in case of unauthorized plugging into the electricity system, the violator will be charged 10 times the amount of the sum calculated on the basis of the tariffs established in the port.

3.5.3 Water supply and waste disposal from the vessel.

- water supply from cars - according to the tariff established by the service provider;
- disposal of garbage and waste from the vessel - according to the tariff established by the service provider;
- reception of bilge water - according to the tariff established by the service provider.

4 Prices and tariffs for using the port's auxiliary fleet

4.1 Charges for the use of auxiliary fleet.

- 4.1.1 In Port of Sillamäe services are provided by tugboat "Arno" ARNO, engine 1200 horse power
- 4.1.2 Works for liquidation of oil pollution 800 EUR/per hour.
- 4.1.3 Deployment of oil booms for loading- discharging operations – 300 EUR/operation + fee for short term use of the vessel according to the p.4.1.6.
- 4.1.4 Towing work, as well as the delivery of provisions and equipment, crew members and their families, mail, medical care, commissions, representatives of authorities, agents, pilots, etc., to the roadstead are maintained around the clock.
- 4.1.5 The vessel with main engine out of control, towage works, shifting or delivery of the vessel to the roadstead is liable to additional dues in the volume of 50% of the basic dues.
- 4.1.6 For work performed on the basis of an order submitted through the vessel, agent or some other client are paid for the actual work time from the departure of the tug from its location until its return there, at an hourly rate of 500 EUR/hour.
- 4.1.7 Tugboat working time rounds down to the half an hour.
- 4.1.8 The towage cost at the Baltic Sea is liable to the agreement.

4.2 Surcharge and discount.

- 4.2.1 The order to use the tug is submitted by the client, the captain or his representative 2 hours before the start of the work, specifying half an hour before the start of the work. Work request rendered with less than 2 hours is liable to surcharge of 10%.
- 4.2.2 Refusal of the tugboat, if notified less than 1 hour before the start of work, will be charged at the cost of the tugboat's hourly work.
- 4.2.3 If the start of the work is delayed due to the client's fault, the waiting time is paid based on the hourly price, regardless of the circumstances. Each non-full hour of waiting time is counted as a full hour.
- 4.2.4 All responsibility for any damage caused to the towed vessel (object), the tug or third parties during the towing works rests with the towed vessel or the client of the works.
- 4.2.5 All prices and tariffs during salvages at the sea are multiplied by 1.5. This coefficient is in use when calculating the cost of the performed work for every vessel that has directly participated in salvage work.
- 4.2.6 Winter prices (from 15th of December till 15th of April) are 25% greater.
- 4.2.7 The surcharges:
- By 25% - for the night time – Monday to Friday if not national Holidays. The night time to be deemed the time from 18:00 till 07:00;
 - By 50% - for the national Holidays and Weekends (Saturday and Sunday) from 18:00 till 07:00;
 - By 100% - for the night time at Holiday and Weekends, from 18:00 at the day prior to Holiday till 07:00 of the next day.
- 4.2.8 In the case of the long-term agreements, discounts are available depending of the work volume.

4.2.9 For the calculations all surcharges and discounts are liable to the main due.