



MIIDURANNA SADAM

PORT OF MIIDURANNA

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(EEMDR)

AS MIIDURANNA SADAM

PORT DUES

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Adopted on 01 February 2022
Heiki Virronen, Member of the Board

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1. GENERAL PROVISIONS

- 1.1 AS Miiduranna Sadam (“the Port Authority”) determines the fees for services rendered by the Port Authority to vessels visiting the port (“port dues”) and any changes thereto. Changes to port dues are published at least 30 (thirty) days before taking effect.
- 1.2 The following fees are considered as port dues:
- 1.2.1 tonnage fee;
 - 1.2.2 mooring fee;
 - 1.2.3 waste fee;
 - 1.2.4 berth fee for fishing vessels;
 - 1.2.5 berth fee for small craft.
- 1.3 Port dues for tankers with segregated ballast tanks are determined on the basis of their Reduced Gross Tonnage (RGT). In order for RGT to be used as a basis for the calculation of dues, the ship’s agent must present the ship’s International Tonnage Certificate (ISC), stating the ship’s RGT, before the ship’s departure.
- 1.4 Bunkering vessels are considered vessels supplying other vessels with fuel and lubricating oils to satisfy the needs of the given vessels.
- 1.5 In the case of international freight or visits to foreign ports (registered in the EMDE – Electronic Maritime Information System), a visit by a bunkering vessel is considered a commercial visit and is remunerated according to the agreed port dues for tankers.

2. PORT DUES

2.1 Tonnage Fee

The tonnage fee is collected on the basis of the ship’s Gross Tonnage (GT) for each port call in the following amounts.

Vessel type	Tonnage fee
Tankers	1,95 € per GT unit
Other vessels	0,90 € per GT unit

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2.2 Mooring Fee

The mooring fee is collected for each mooring operation, the ship's arrival and departure considered as separate operations, on the basis of the ship's Gross Tonnage (GT) in the following amounts.

GT (tankers and dry or general cargo vessels)	Mooring fee
1 – 2000	130 €
2001 – 6000	210 €
6001 – 20 000	270 €
20 001 – 50 000	350 €

2.2.1 Bunkering vessels, fishing boats, towing boats, military vessels, study vessels, yachts and sailing crafts are exempted from mooring charge, if mooring is performed by the vessel and port owner has not requested the providing of the mooring operation by the port owner.

2.3 Waste Fee

The waste fee is collected on the basis of the ship's Gross Tonnage (GT) for each port call in the following amounts.

Vessel type	Waste fee
Tankers	0,05 € per GT unit
Dry or general cargo vessels	0,05 € per GT unit

The waste fee covers the reception from ships of bilge water, waste containing oil and oil products as well as garbage. Fees for the reception of cargo residues and tank cleaning water are to be paid in full directly to the relevant service provider by the ship or its agent.

2.4 Berth Fee for Fishing Vessels

2.4.1 The berth fee for fishing vessels moored aft first is 25 € per day. For the calculation of the fee, each started day is considered to be a full day.

2.4.2 The berth fee for fishing vessels moored alongside due to their technical characteristics or any other reason is 35 € per day. For the calculation of the fee, each started day is considered to be a full day.

As of 01 May 2022.

2.5 Vessels Using the Slipway

Vessels using the slipway are liable for berth fees in the amount of 35 € per day for each day they are moored at the port. For the calculation of the fee, each started day is considered to be a full day.

2.6 Berth Fee for Small Craft

Berth fees for small craft (e. g. boats, small sailing craft, powerboats) are charged on a seasonal basis from May to October or for each month.

Length of vessel (m)	Monthly fee (€)	Seasonal fee (€)
up to 6	115	585
6,01 – 8,06	135	695
8,07 – 10,04	200	1010
10,05 – 12,00	330	1680
12,01 – 15,00	450	2265
15,01 – 18,00	590	3000
over 18	800	4060

Each small craft is responsible for installing its own mooring buoy and removing it at the end of the season or upon termination of contract.

The fee for storing vessels on shore is 3,00 € per m² each month.

All fees are given without value added tax (20 %).

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As of 01.May 2022.

3. SPECIAL PROVISIONS

3.1 If a vessel remains moored at the port after the completion of cargo operations or requires a berth for reasons other than conducting cargo operations, the Port Authority may charge a fee of 1,80 € per day for each metre of the vessel's maximum length stated in its International Tonnage Certificate. For the calculation of the fee, each started day is considered to be a full day.

The vessel must immediately vacate the berth at the request of the Port Authority. If this request is not complied with and another vessel incurs a loss as a result, the vessel responsible must compensate all affected parties by paying damages in the amount of actual expenses caused.

3.2 A vessel under court-ordered arrest is liable for berth fees in the amount of 3,60 € per day (24 hrs) for each metre of the vessel's maximum length stated in its International Tonnage Certificate.

3.3 Port dues for tugboats, pilot boats, coast guard and auxiliary vessels (e.g. waste reception vessels) are agreed separately.

3.4 Special cargo operations involving oversized and heavy goods incur a tonnage fee coefficient of 1,5.

4. OTHER FEES

4.1 The supply of shore power and water is subject to separate fees payable by the vessel.

4.2 The Port Authority charges a cargo fee for access to port infrastructure in conjunction with cargo operations, depending on the quantity and nature of the goods, 0,25 €/t upon handling dry and general cargo and 0,5 €/t upon handling liquid petrochemicals. Cargo fees are payable by the relevant handling company.

The provision of fuel to moored vessels (bunkering) either from a bunkering vessel or a tanker vehicle is considered a liquid petrochemical cargo operation and the service provider shall pay a cargo fee corresponding to the quantity of fuel loaded.

4.3 When providing services to moored vessels (including bunkering and the reception of ship-generated waste) involves the mooring of vessels alongside each other, the service provider shall be liable to the Port Authority for a navigation fee in the amount of the mooring fee corresponding to the vessel used for the provision of the services.

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