

Prices and terms 2019

Port of Nynäshamn

Version 2019-01-01



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WORKING TOGETHER FOR SUSTAINABLE SHIPPING TRANSPORT

My name is Thomas Andersson and I have been Ports of Stockholm Managing Director since December 1st.

My task is to continue the development our port infrastructure, which is already well underway. The Port of Kapellskär has been expanded and made more efficient, and the same is true for the Värtahamnen port in Stockholm. In the spring there will be only one year to go until we open Sweden's newest freight port, the Stockholm Norvik Port.

Shipping has a lot going for it. I am convinced that we will see water transport used to solve many of society's challenges, such as congestion and climate issues. The ports have an important role here in providing efficient and robust capacity infrastructure.

I also believe that a major challenge for us, and for long-term survival, is to take environmental and climate issues very seriously. Those of us in the sector must work harder to reduce our emissions and our impact on our surroundings.

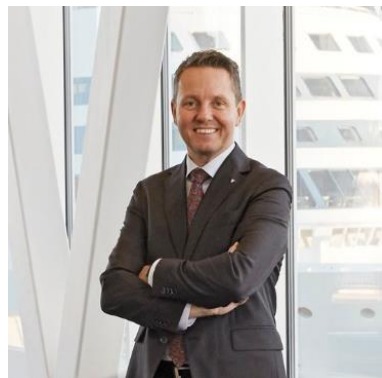
A small step in this effort is our renewed environmental incentives programme. From 2019 onwards we will expand our incentives to include emissions of carbon dioxide, sulphur oxides and particles, in addition to nitrogen oxides.

It is our hope that you will view this as one of the ways we are working together to improve the environment. Together with you we want to remain a step ahead and make noticeable efforts to achieve sustainable sea transport.

Yours sincerely



Thomas Andersson,
Ports of Stockholm Managing Director



GENERAL INFORMATION



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GENERAL TERMS AND CONDITIONS

Ports of Stockholm has operations in Kapellskär, Stockholm and Nynäshamn and annually issues 4 price lists;

- Price List for International Cruise Liners (in accordance with Swedish Maritime Administration regulations, SJÖFS 2017:27, 8 §)
- Price List for the Port of Kapellskär
- Price List for the Port of Stockholm
- Price List for the Port of Nynäshamn

All prices stated are valid from 1 January until further notice, however at the latest until 31 December in the year of issue. Ports of Stockholm reserves the right to revise price lists at any time, and current price lists are always available on Ports of Stockholm's website, <http://www.portsofstockholm.com>.

According to Swedish Maritime Administration regulations (SJÖFS 2013:4) the Port of Stockholm, Port of Kapellskär and Port of Nynäshamn are classed as public ports. In accordance with Swedish Law (1981:655) governing certain tariffs at public ports, Ports of Stockholm has the right to charge dues if quays, jetties or similar facilities within the port area that belong to the port owner have been called at or utilised.

Harbour dues, according to a fixed rate as set out in this price list, or according to special agreements, are payable for vessels calling at or leaving public port areas and for goods, passengers and vehicles accompanying these vessels.

For comprehensive details of terms and conditions please refer to Ports of Stockholm's Port Regulations and Ordinance information, which is available on Ports of Stockholm's website, <http://www.portsofstockholm.com>.

GENERAL INFORMATION

Invoicing of harbour dues according to this price list occurs after the vessel's application, which the vessel's master, ship owner or representative for any of these shall submit in accordance with Ports of Stockholm's Port Regulations and Ordinance instructions.

When the vessel is exempt from the obligation of submitting a vessel application, the vessel's master shall submit to Ports of Stockholm the data necessary to establish the amount of the harbour dues. Special regulations apply to vessels with permanently allocated berths. Information about the goods loaded or unloaded shall be submitted to Ports of Stockholm four (4) days at the latest after the completed loading or unloading. Ports of Stockholm is entitled to demand provision of any information necessary to satisfy the requirements of Swedish Authorities, or information necessary to establish the amount of harbour dues, or to satisfy other needs of Ports of Stockholm for information, such as to facilitate logistics planning.

Harbour dues charged according to GT (Gross Tonnage) are based on GT in accordance with Lloyd's Register (1969 measurement regulations), or alternatively the submitted Tonnage Certificate.

Harbour dues charged by the day are based on a time period beginning and ending 00:00 – 24.00, unless otherwise stated.

In the event that Swedish Authorities decree that special tariff provisions shall be levied for the vessels of specific nations or for specific types of vessels, these provisions will apply unreservedly.

Ports of Stockholm's port facilities are approved by the Swedish Transport Agency as compliant with maritime and port security legislation. This means that various types of security measures are implemented depending on the prevailing security threat level. Ports of Stockholm may agree specific contracts with shipping companies/other companies using the port facilities regarding security measures for security threat level 1, and how such measures shall be financed. For elevated security threat levels, Ports of Stockholm may implement additional security fees, based on the actual costs incurred due to the elevated security protection measures. Shipping companies operating year-round scheduled services must agree a specific contract with Ports of Stockholm regarding maritime and port security.

Ports of Stockholm is a member of the Ports of Sweden organisation and implements Ports of Sweden General Conditions 1989 for terminal operations.

This price list is issued in Swedish with an English translation. In the event of inconsistencies between the Swedish and English versions, the Swedish version shall prevail.

INVOICING PRINCIPLES

The invoiced amount is rounded-up to the nearest whole Swedish Crown (SEK).

Invoiced amounts must be paid to Ports of Stockholm 20 days at the latest after the date of invoice, unless otherwise agreed. In the event of late payment, a statutory interest rate will be debited in accordance with Swedish Law (SFS 1975:635). A remuneration fee for issuing a written reminder will be debited in each instance in accordance with Swedish legislation governing the remuneration of collection expenses (SFS 1981:739).

VAT will be added on all charges in accordance with Swedish law, unless the business or the vessel is exempt from VAT or it is otherwise stated that the prices include VAT.

Requirements for advance payment may apply.

GENERAL INFORMATION

As part of Ports of Stockholm's efforts to minimise environmental effects, invoices may be issued by email. Please send your company name, customer number and email address to debitering@stockholmshamn.se. Invoices will then be sent to the stated email address.

MERCHANT SHIPPING



VESSEL DUES

Tariff	Description	Price/unit
Basic fee*1		4,08 SEK/GT
	When calling quay not belonging to Ports of Stockholm or when exempted for waste delivery*2	3,52 SEK/GT
	Minimum charge	2 040 SEK/call
	Maximum charge for vessels with l.o.a. ≤ 80 meter	2 950 SEK/call
Environmental rebate*3. CSI SOx, NOx and CO ₂		
	Points Price/unit	Points Price/unit
	45 – 47,9p -0,01 SEK/GT	69 – 71,9p -0,09 SEK/GT
	48 – 50,9p -0,02 SEK/GT	72 – 74,9p -0,10 SEK/GT
	51 – 53,9p -0,03 SEK/GT	75 – 77,9p -0,14 SEK/GT
	54 – 56,9p -0,04 SEK/GT	78 – 80,9p -0,15 SEK/GT
	57 – 59,9p -0,05 SEK/GT	81 – 83,9p -0,16 SEK/GT
	60 – 62,9p -0,06 SEK/GT	84 – 86,9p -0,17 SEK/GT
	63 – 65,9p -0,07 SEK/GT	87 – 90,0p -0,19 SEK/GT
	66 – 68,9p -0,08 SEK/GT	
Electricity connection*4		-1 000 000 SEK/vessel
Waste surcharges	Scrubber waste*5	Prices available on request
	Waste surcharge*6	0,55 SEK/GT
	Maximum	11 000 SEK/call
ISPS-fees*7	see Harbour service, Establishment of temporary perimeter protection and Security Guards	

CARGO DUES

Tariff*8	Goods Code	Description	Price/unit
Basic fee			31,85 SEK/ton
Other	Container fee*9		404,00 SEK/cont
	Passenger fee*10		19,47 SEK/pax
	Vehicle fee*11	Private car	25,80 SEK/vehicle
		Cargo vehicle	20,46 SEK/lm
		Bus	45,05 SEK/vehicle

MERCHANT SHIPPING

*1 Harbour dues for vessels are levied each time a vessel puts into port. Vessels with a gross tonnage (GT) below six (6) are exempt from dues. If a vessel calls at the port and uses a dock or pier, which does not belong to the Port of Stockholm, the harbour dues listed above will be reduced. The same discount applies to vessels on domestic routes carrying sand or grain or vessels which are lying at a buoy without calling into berth within the port area. From January 1st, 2012 the fee is always calculated on the GT without regard to possible deduction for segregated ballast tanks and calculated on a minimum of 500 GT. For barges, the vessel dues are calculated on the gross tonnage of the barge excluding tugboat/pusher. For dues that apply for international cruise traffic pursuant to SJÖFS 2017:27, 8 §, refer to the separate price list.

*2 This price applies when a competent authority has granted a vessel in regular service, an exception from compulsory delivery of all waste generated from the vessel.

*3 Ports of Stockholm offers environmental rebates for vessels affiliated with and certified according to an environmental index (currently the Clean Shipping Index (CSI)). The vessel receives the rebate based on GT and call in accordance with the table, where the index score is calculated as the total sum of the allocated/verified points in the SOx, NOx and CO2 categories. Vessels that are not operating regular liner services must send a copy of the certificate to Ports of Stockholm when submitting the ship's notification form.

*4 Vessels that after 1 January 2015 are refitted to enable connection to the electricity grid at the quayside where such supply is available, fulfil the criteria for Liner Service, spend at least two (2) hours in port per call and connect to the electricity grid while at the quayside, are granted a one (1) million SEK rebate on condition that services operate for a minimum of three (3) years. If the vessel ceases to operate services or no longer fulfils the criteria stated above shall repayment be made proportional to the time deficit that falls short of the three (3) years.

*5 Vessels that wish to deposit waste from Scrubbers must give notice 5 working days before arrival to the Port.

*6 In situations when the Port incurs additional costs beyond what is normal when a vessel is depositing waste, an additional charge will be applied in the following cases;

- when "Notification of depositing waste from a vessel" has not been made according to Swedish law or according to the provision of the Swedish Maritime Administration,
- when the Port has not been notified of the inclusion of unknown substances, solvents or detergents in sludge
- when drums and packages containing oil residue or hazardous waste are not correctly packed and labelled with the contents or when depositing and placement is not carried out at assigned areas,
- when depositing is not done at the agreed time,
- when the vessel does not provide personnel for the depositing of sludge,
- when the pump capacity for sludge is less than 5 m³ per hour,
- If the limit set by Stockholm Vatten AB for sulphur levels in wastewater is exceeded.

Information regarding the conditions for depositing waste as well as whether and how the waste can be deposited can be provided by the Port and Traffic department (BTC).

*7 For vessels covered by IMO port facility security code requirements that berth at quays at which there is normally no security monitoring. See further information at section Harbour Service.

*8 Dues on goods are debited for goods that are unloaded or loaded from or onto vessels within the port area. Half of the dues on goods will be levied for goods loaded or unloaded without being moved across a quay or jetty owned by the Port or when lightering is performed at a buoy.

The following conversion factors apply for timber

- Round timber 850 kg/m³, solid volume under bark
- Sawn wood, import, 700 kg/m³, solid volume
- Sawn wood, export, 550 kg/m³, solid volume

Exceptions from dues on goods;

- ship's requisites and provisions,
- containers, platforms or other load carriers of a permanent character intended as a means of transport and which do not make up an independent commodity,
- goods that are unloaded or loaded from or onto a vessel as set out in "State ships"

*9 Fee for each loaded container being loaded or discharged at the containerterminal (CTF).

*10 Passenger fee is applicable for each embarking and disembarking passenger.

*11 Vehicle fee is applicable for each vehicle in service that accompanies a vessel to or from the port.

MERCHANT SHIPPING

LAY-DAYS TARIFF

A lay-day tariff is applied when a vessel is docked for more than 48 hours at a quay belonging to Ports of Stockholm in total before unloading/loading starts and unloading/loading has been completed. A lay-day tariff is always payable for passenger vessels 48 hours after the vessels has put into port. The lay-day tariff is levied when caused by conditions that the Ports of Stockholm cannot prevail over.

The lay-day tariff is payable per started 48 hour time period and is **25%** of the current harbour dues for vessels.

OTHER SHIPS

STATE SHIPS ETC.

Harbour dues are not levied for Naval, Coast Guard, Customs, Sea Rescue, School vessels and vessels belonging to the Swedish Maritime Administration unless the vessels are being used for commercial purposes. Lay-days tariff, as per above will be levied when the port visit exceeds 72 hours and the vessel is not used directly for official duties within the port.

The lay-day tariff is payable per started 48 hour time period and is 25% of the current hourbour dues for vessels

Other services such as ISPS, mooring, delivery of fresh water and electricity, can be found in section harbour service.



BOATMEN

This price list applies for mooring/unmooring work. The commission includes 2-4 boatmen according to the safety assessment of Ports of Stockholm. Boatmen in addition to this number will be charged for according to the "Harbour service/stevedoring and handling charges/labor".

Quay , per assignement	Mooring		Unmooring	
	Vessel length <130 metres	Vessel length >130 metres	Vessel length < 130 metres	Vessel length > 130 metres
Weekdays 07.00–16.00	2 300 SEK	4 600 SEK	2 300 SEK	4 600 SEK
Weekdays 16.00–07.00	3 375 SEK	6 750 SEK	3 375 SEK	6 750 SEK
Friday 16:00 – Monday 07:00	5 510 SEK	11 020 SEK	5 510 SEK	11 020 SEK
SeaWalk per assignement			Mooring	Unmooring
Weekdays 07.00–16.00			11 935 SEK	7 010 SEK
Weekdays 16.00–07.00			15 490 SEK	9 775 SEK
Friday 16:00 – Monday 07:00			19 660 SEK	12 395 SEK
Waitingtime > 30min, regardless of vessel length or quay/buoy/SeaWalk				
Weekdays 07.00–16.00			503 SEK/person and initiated hour	
Weekdays 16.00–07.00			891 SEK/person and initiated hour	
Friday 16:00 – Monday 07:00			918 SEK/person and initiated hour	

1. When warping a vessel along the same quay, only the tariff for mooring will be charged provided one rope is constantly in contact with the quay during the entire operation.

2. Assistance on Easter Saturday, Whit Saturday, Midsummer Eve, Christmas Eve, New Year's Eve and other Swedish holidays will be charged according to the tariff for weekend.

HARBOUR SERVICE

STEVEDORING AND HANDLING CHARGES

Port of Nynäshamn offers full stevedoring services such as loading/unloading, transshipment services and in- and outdoor storage.

Forklift truck, 8 tons	754 SEK/initiated hour
Forklift truck, 12 tons	900 SEK/initiated hour
Reachstacker <10 ton	723 SEK/lift
Reachstacker <40 ton	1 248 SEK/lift
Reachstacker >40 ton	2 076 SEK/initiated hour
Containerlift, loaded container	624 SEK/lift
Containerlift, empty container	312 SEK/lift
Stacking mafi	260 SEK/mafi
Stacking flatbed trailer	676 SEK/trailer
Storage indoors	52 SEK/square metre and day
Storage outdoors	27 SEK/square metre and day
Labor	
Weekdays 07.00–16.00	503 SEK/initiated hour
Weekdays 16.00–07.00	891 SEK/initiated hour
Friday 16.00 – Monday 07.00	918 SEK/initiated hour

ESTABLISHMENT OF TEMPORARY PERIMETER PROTECTION AND SECURITY GUARDS

For vessels covered by IMO port facility security code requirements that berth at quays at which there is normally no security monitoring, a minimum of one security guard is required for the entire duration of the call. The security guard is ordered via Ports of Stockholm and carries out the work of ensuring maritime security protection in accordance with the International Ship & Port facility Security code (ISPS). Passenger vessels carrying more than 12 passengers are dealt with separately, as a separate assessment is made as to whether additional security monitoring is required.

For vessels (not passenger vessels) covered by IMO port facility security code requirements that berth at ferry quays, Ports of Stockholm has assessed that separate security monitoring is required.

For vessels that are not covered by IMO port facility security code requirements that berth at quays that are covered by IMO port facility security code requirements, Ports of Stockholm has assessed that separate security monitoring is required.

Fee for installation of temporary security protection	3 184 SEK/call
Fee of provision of security guards when required (min. 4 hours)	450 SEK/hour and guard

The time is calculated from 0,5 hours before estimated time of arrival (eta) until 0,5 hours after the vessels actual departure. The prices and terms are also applicable for other types of security services.

ID CARDS & KEYS

In accordance with the regulations of the Swedish Transport Agency regarding ISPS, a competence examination is required for personnel residing within the restricted port area. After the application is approved, the following prices apply for issuing ID-cards. The prices also apply for issuing ID cards for tenants.

Issuing of Port of Stockholm ID card	307 SEK per ID
Tenants using external cards in the Ports system	51 SEK per application
Surcharge for issued but not picked up ID card	307 SEK per ID
Surcharge for loss of or not returned or damaged ID card	510 SEK per ID

Surcharge at loss of ID card will be debited in addition to the cost of issuing a new ID.

Application above includes registration of user, changes of personal information for the card as well as changes of the security classification for a person or tenant. The cost will be debited yearly in January.

KEYS

In case of a lost key(s) or if the key is not returned after an assignment, an amount of 510 SEK will be charged. Personnel will also be held responsible for any damage or loss as a result from the loss.

HARBOUR SERVICE

DELIVERY OF FRESH WATER

The following tariffs apply for vessels that do not have a separate agreement with Ports of Stockholm.

DELIVERY FROM FIRE HYDRANT	PRICE/UNIT
Price per started m ³	14,65 SEK/m ³
Minimum charge per delivery	1 535 SEK
Surcharge for delivery outside normal working hours, weekdays 16:00-07:00, weekends and holidays as well as for waitingtime > 30 min	See labor charges under Harbour service.

The minimum charge also applies when ordered freshwater delivery is cancelled less than 24 hours before arrival.

TERMS AND CONDITIONS OF SUPPLY

The customer must follow the instructions provided by the Ports of Stockholm personnel with regard to the supply of water and must also provide the necessary assistance to receive the materials aboard the vessel and ashore.

The customer must ensure that the vessel's water tanks have sufficient venting capacity in relation to the supply capacity and that the tanks and coupled tubing are in such condition that these will not result in damage to the equipment.

The water hydrants may only be used for the customer's own vessel operations.

The key to the water hydrant provided by Ports of Stockholm must be returned when the water supply delivery has been completed. Remuneration for a lost or damaged water hydrant key must be made by the customer in the form of payment of the equivalent cost of ordering and manufacturing a new replacement key. The customer is not allowed to use their own tools or keys to access a water hydrant and must only use the water hydrant with a water hydrant key supplied by Ports of Stockholm.

In each instance the customer must provide information about the volume of the supply in accordance with Ports of Stockholm's instructions. If there is leakage in the customer's facility or in other instance of unusual volume of supply a supplementary fee for the unusual volume of supply may be charged.

During connection, use or other instance the customer is not permitted to cause damage to the water hydrant or other property administered by Ports of Stockholm. Ports of Stockholm accepts no liability for damage incurred by the customer in connection with the supply of fresh water or other instance other than when a Ports of Stockholm employee has been guilty of negligence. Damage compensation in every case is limited to the direct damage only and there is no entitlement to compensation for loss of income or other indirect damage.

The customer is also bound by the corresponding liabilities and limitations that apply to the property owner in accordance with the Nynäshamns kommuns general provisions for use of communal water and drainage facilities in Nynäshamn (Allmänna bestämmelser för brukande av Nynäshamns kommuns allmänna vatten- och avloppsanläggning (ABVA).

SUPPLY OF ELECTRIC POWER TO VESSELS

The following prices apply for vessels with no special agreement with Ports of Stockholm.

The Port of Stockholm provides electric power (green electricity) to vessels in port after considering each application. The following prices apply for the supply of electric power including energy tax, fees of power main and power certificate, with the exception of self-connected electricity at the pontoons at Strandvägen.

ELECTRIC POWER	PRICE/UNIT
Price per started kWh	1,49 SEK/kWh
Minimum charge	405 SEK
Installation and connection work	Ports of Stockholm's cost price

TERMS AND CONDITIONS OF SUPPLY

The Port/Supplier supplies electricity to the Customer via a low voltage grid and has no power grid concession for the electricity grid. As the Port/Supplier has neither a power grid concession or is a commercial provider of electricity in accordance with the legal definition of the term (1997:857) the statutory provisions do not apply, for example with regard to the obligations of electricity providers or the obligation to supply electricity from different electricity providers. Instead the terms in this price list apply, in addition to the written terms agreed between the respective parties.

The purchaser must comply with the instructions provided by Port personnel with regard to the supply of electrical current and must provide the assistance required to transfer the necessary materials aboard the vessel and ashore.

The purchaser must provide details of the amount of consumption in accordance with the instructions provided by the Port.

The customer is responsible for connection to the electricity connections of the Supplier in accordance with the instructions provided by the Supplier. The Supplier bears no cost for connection, installation or maintenance and is not responsible in any other way for the Customer's electricity connection.

The Customer is responsible for ensuring that the electricity connection is secured under lock and key to prevent unauthorised use.

The Customer may not transfer electricity supply rights to another and may not either transfer electricity to another. In the event of the Customer transferring electricity to another -without having first obtained written consent from the Supplier -the Supplier has the right to immediately terminate the supply of electricity to the Customer.

The Port bears no responsibility for damages that may be incurred by the purchaser in connection with the supply of electrical current, other than in cases where Port personnel are found to have been negligent. Remuneration in every case is limited to the direct damage incurred and there is no entitlement to claim for loss of earnings/profit or other indirect damages.

For electricity agreements that are valid until further notice or where no specific time period is specified the Customer must provide 30 days advance notification of termination of the agreement. The Port/Supplier has an obligation to supply electricity to the Customer during the period that the Customer has valid permission from the Port to berth at a quay area at the Port where electricity provision to the vessel is available and where the Customer fulfils payment obligations to the Port.