



**ALICANTE PORT**

Autoridad Portuaria de Alicante



# RATES FOR PORT SERVICES 2017

## RATES FOR PORT SERVICES 2017

### YEAR 2017

#### MAXIMUM RATES TO BE APPLIED FOR THE SHIPPING PILOTAGE SERVICE IN ALICANTE PORT

The maximum rates for the pilotage service are listed below:

Ship GT	Rate (€)
GT < 5,000	T (€) = 214.78
GT > 5,000	T (€) = 98.4921+23.2564*(GT/1,000)

Maritime manoeuvres will be governed by the maximum rates resulting from applying the coefficients listed below to the amount corresponding to the entry or exit pilotage rates:

- Change of dock: 1.3
- Move along the same dock: 1
- Move to adjacent berth on the same dock: 0.5

Services supplied to vessels with no means of propulsion or not under command will be subject to a 100% surcharge.

In the case of manoeuvres involving vessels laid alongside or those using separators, the rates for services provided will be increased by 100%.

In addition, the entry or exit pilotage service in the case of berthing in the buoy field moorings in Zone II of the Port for unloading butane gas tankers will incur a 200% surcharge on the corresponding rate.

A 20% discount on the corresponding rate will be applied to tourist cruise ships.

The pilotage service provided in its entirety outside the limits defined in Clause 4 will in all cases incur the pilotage rate plus a 40% surcharge.

The entry/exit pilotage service, where embarking/disembarking occurs in the area beyond the outer limits of the pilotage zone defined in Clause 4 and within the port area, will incur the corresponding rate for the full service plus a 50% surcharge.

Provided the confirmation of the service request was made within a period equal or greater than the maximum response time, any delay to the start of the actual service provision of more than 30 minutes over the arranged time must be expressly justified by the Pilot Corporation.

Any changes to the planned service provision time not notified to the Pilot Corporation as set out in Clause 10 will result in a 20% surcharge on the corresponding rate.

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If there is any delay to the start of the manoeuvre with the Pilot already on board, an overrun of more than 30 minutes will be penalised:

- With a surcharge of 20% of the rate to be applied if the Pilot is on board for more than thirty minutes and less than one hour.
- With a surcharge of 20% of the rate to be applied if the Pilot is on board for more than one hour.

If there is a delay, the Captain will decide whether the Pilot should remain on board. However, the Pilot must leave the vessel in the event that remaining on board is likely to cause delays to other services. In such cases, it will be understood that disembarking means the service must be confirmed once again.

In the event that the above delays are attributed to the Pilot Corporation, the following reductions will be made to the rate:

- For a delay of more than thirty minutes and less than one hour, there will be a 20% reduction to the rate.
- For a delay of more than one hour the rate will be reduced by 40%.

These surcharges and reductions will be applicable provided they are not caused by exceptional circumstances or weather conditions recognised by the Maritime Captain.

If owing to weather conditions the Pilot is unable to disembark and is forced to continue on board to another port, the vessel must take responsibility for the following costs:

- Accommodation and food expenses
- Living arrangements and transport for the Pilot in the same conditions as the Captain of the affected vessel, from the place of disembarkation to Alicante.
- Compensation to be set by the Port Authority.

### PORT BERTHING AND UNBERTHING SERVICE RATES

#### 2. Maximum rates

The maximum rates for the berthing and unberthing service, applicable if the number of providers has been limited by the Port Authority or if they are insufficient to guarantee competitiveness, will be those listed below:

Ship GT	Rate (€)
GT < 5,000	T (€) = 97.71
GT > 5,000	T (€) = 19.4871 + 15.6450 * (GT/1,000)

Changes will be invoiced as follows:

- Change at the same dock of less than or equal to (3) bitts (60 metres approximately) will be invoiced applying a coefficient multiplier of 0.5 to the rate applicable for a berthing and unberthing operation.
- Change at the same dock of more than three (3) norays (60 metres approximately) will be invoiced applying the same rate as for a berthing and unberthing operation.

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Rate for the fixing and removal of separators: €225.22, with no surcharge for changing the placement of the separators or for the duration of the operation or for work done at night or on public holidays.

When there is a limited number of providers and a there is competition for the allocation of licences, the rates to be applied will be those put forward by the licensee in each case and will always be lower than the maximum rates set out in these particular provisions.

If there is a delay of more than 45 minutes to service provision for causes attributable to the providers, a coefficient multiplier of 0.75 will be applied to the amount of the maximum rates established.

### RATES FOR THE PORT TUGBOAT SERVICE

Rates will be based on the ship tonnage measurement system used in the International Conventions on Tonnage Measurement of Ships, currently "GT", with the legally established corrections. Ship tonnage will be measured according to the 1969 London Convention.

The applicable rates will consider ONE service to include all the manoeuvres needed to move a ship from an initial position to another final position, on all days and at all hours in the year.

The following will be treated as TWO services:

a) Ship berthing manoeuvres, if the draught, tonnage, weather conditions, etc. make it necessary to use tugboats outside the port waters area and an imaginary circle with a radius of half a nautical mile (0.5'), taking the green light on the end of the Levante breakwater as its centre.

b) Unberthing manoeuvres if the draught, tonnage, weather conditions, etc. make it necessary to use tugboats outside the area described in the previous paragraph.

2. Maximum rates: The maximum rates for the port tugboat service, applicable when the number of service providers has been limited by the Port Authority or is insufficient to guarantee competitiveness, will be as set out below, shown in euros and per tugboat:

GT	Euros
Up to 1000	388.40
From 1,001 to 2,000	444.51
From 2,001 to 3,000	552.50
From 3,001 to 5,000	747.35
From 5,001 to 7,000	1,064.29
From 7,001 to 10,000	1,360.47
From 10,001 to 13,000	1,688.72

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From 13,001 to 16,000	1,917.26
From 16,001 to 19,000	2,117.54
From 19,001 to 22,000	2,342.64
From 22,001 to 25,000	2,484.10
From 25,001 to 30,000	2,647.70
from 30,001 upwards and per 5,000 tonnes G.T. or part thereof	388.40

A 50% surcharge on the corresponding rate will be applied to each of the special services listed below:

- a) Services provided between 22:00 hours and 06:00 hours.
- b) Services provided on Sundays, public holidays or Saturdays from 12:00 noon.
- c) Services provided without machinery or command.
- d) Entry or exit services in dock or slipway carriage.
- e) The complete berth change service within the dock itself, without going into the bay.

Ships devoted solely to running regular National Cabotage shipping routes will be subject to a 10% discount on the basic rate.

When there is a limited number of providers and a there is competition for the allocation of licences, the rates to be applied will be those put forward by the licensee in each case and will always be lower than the maximum rates set out in these particular provisions.

Waiting times after the first hour, due to tugboat hold-up, owing to the service being interrupted once it has already started or to a delayed start, if the tugboat is alongside the ship or other causes attributable to the ship being towed, will be invoiced at €439.89 / hour or part thereof.

If there is a delay of more than 40 minutes to service provision for causes attributable to the provider, a coefficient multiplier of 0.80 will be applied to the amount of the maximum rates established.

The use of towing cables provided by the tugboat will be invoiced at €53.97 per service and per tugboat.

If the service requested is not taken up, a multiplier coefficient of 0.5 will be applied to the cost of the corresponding service, as dead freight.

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### MAXIMUM RATES TO BE APPLIED FOR THE COLLECTION OF GARBAGE PRODUCED BY SHIPPING (MARPOL INTERNATIONAL CONVENTION)

#### ANNEX I

#### RATES PAYABLE BY ALICANTE PORT AUTHORITY TO THE PROVIDER OF THE GARBAGE COLLECTION SERVICE

##### ANNEX I MARPOL CONVENTION 73/78

Rates currently in force for the collection, transport and treatment of oily bilge waters in the Port of Alicante are as follows:

- Liquid waste.....€35.79/m<sup>3</sup>

This rate includes all types of actions required to deliver the service fully and correctly, with no difference whatsoever over all 24 hours of the day, irrespective of it being a working day or a public holiday.

When the ship requests it, waste will be pumped out using equipment Vowned by the service provider (ships must have adequate pumping equipment of their own) at the following rates:

- Transport of pumping equipment.....€234.27/trip

- First hour of pumping.....€143.76

- 2nd and subsequent hours.....€90.51/hour

The Port Authority may consider updating these rates and changing them if applicable, taking into account variations in cost of the elements forming part of the service and traffic variations.

##### ANNEX V MARPOL CONVENTION 73/78

- Solid garbage (Marpol V).....€22.24/m<sup>3</sup> (minimum 4 m<sup>3</sup>).

This rate includes all types of actions required to deliver the service fully and correctly, with no difference whatsoever over all 24 hours of the day, irrespective of it being a working day or a public holiday.

The Port Authority may consider updating these rates and changing them if applicable, taking into account variations in cost of the elements forming part of the service and traffic variations.

#### RATES PAYABLE BY USERS TO THE GARBAGE COLLECTION SERVICE PROVIDER

For cases in which services are provided from the seventh day of stopover and to ships exempt from payment of the fixed rate (Article 132.11 Redrafted Text of the Ports and Merchant Shipping Law), the same rates as shown in the previous paragraph will be applied as maximum rates for charges to be paid by the Port Authority to service providers.

The rates for the collection of garbage produced by ships corresponding to Annexes IV and VI of the MARPOL Convention are those set out in the Handling Plan for garbage produced by ships in the Port of Alicante.

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### MAXIMUM RATES APPLICABLE TO PASSENGER SERVICES

#### PASSENGER CHARGING STRUCTURE AND MAXIMUM RATES APPLIED BY THE PORT SERVICE FOR CRUISE SHIP TRAFFIC IN THE PORT OF ALICANTE

Passenger rates comprise staff costs, the cost of the equipment they use, plus any other expenses or costs required to provide the service.

#### A. Charging Structure

The rates applied by the licence holder to provide the port passenger service is structured as follows:

##### 1. Rates:

a) An amount for each passenger embarked or disembarked (including placing and removing gangways, and the organisation and control of embarkation and disembarkation) to be proposed by the licence applicant; this amount may not exceed the Maximum Rates and must respect their charging structure.

b) An amount for each passenger with luggage loaded onto the ship or unloaded from the ship, at the user's prior request, without setting a minimum amount of luggage per stopover.

2. Variation in Rates. These rates will not vary no matter the time of day or day of the week the service is provided.

Service providers must apply the charging structure and the maximum rates set, unless the number of licences is not limited, or the Port Authority has determined that there is true competition, in which case the maximum rates will not be applicable. However, in such cases, service providers must notify any changes to charging rates at least six months in advance.

#### B. Maximum rates

The amount of the maximum rates to be invoiced to third parties for service provision will be, at most, those listed below:

- For passenger embarkation and disembarkation service: embarkation, disembarkation or transit €2.35/passenger

- For luggage loading and unloading service (except hand luggage):

Loading / Unloading luggage €9.50/passenger with luggage

For the effects of this rate, hand luggage is considered to be any bags weighing less than 10 kilos and with a maximum size of 55x40x20 cm.

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### C. Surcharges and reductions

**Delays.** A delay in the completion of the berthing process for a ship of more than two hours over the time requested for starting the service and that was not preceded by a warning six hours in advance will give the service provider the right to increase the total amount of the rate charged by 20% for every hour or part thereof of delay from the third hour onwards, up to a maximum increase for this service of 80%.

In the event that the request for the service was made less than 48 hours in advance of the ship's planned berthing time, the service provider, having requested and notified the Port Authority, may increase the total amount of the rate charged by 20% for this service (unless the request was made outside the deadline for exceptional reasons).

**Cancellation.** Cancellation of the request for service provision at least 6 hours in advance of the time requested will not give the licence holder the right to levy any rate. If the cancellation order is received less than 6 and more than 3 hours before the time requested, the service provider may charge 60% of the minimum planned number of passengers due to embark and/or disembark. If the cancellation order is received less than 3 hours before the time requested, the service provider has the right to charge 100%.

If the licence holder renounces the right to charge these supplementary rates, this must be expressly stated in the rate tables.

Surcharges and reductions will not be applicable if they are due to justified causes certified by the Port Authority or, if they affect the maritime safety certified by the Maritime Authority, or if the number of services provided simultaneously is higher than two.

### PASSENGER CHARGING STRUCTURE AND MAXIMUM SERVICE RATES APPLIED BY THE PORT SERVICE FOR INTERNATIONAL PASSENGER TRAFFIC

#### Maximum rates

The maximum rates to be invoiced to third parties for service provision will be, at most, those listed below:

- For the passenger embarkation and disembarkation port service, including loading and unloading luggage:
  - Embarkation, disembarkation or transit.....€3.56/passenger
- For the loading and unloading of vehicles in passage:
- Loading/unloading vehicles in passage.....€7.00/vehicle