



FEES OF THE PORT OF PÄRNU

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1. GENERAL PROVISIONS

- 1.1 The fees charged in the Port of Pärnu and their changes are established by AS Pärnu Sadam (Port of Pärnu, hereinafter also „**port authority**“). All persons operating a permanent business in the port shall be notified of the changes in the port fees at least one month prior to the date of the changes taking effect on the port's website www.parnusadam.eu or in another manner preferred by the port authority.
- 1.2 The present fees together with the payment terms apply on the territory and the water area of the Port of Pärnu and are obligatory to any ship visiting the port regardless of its flag state.
- 1.3 The port fees are:
 - 1.3.1 channel fee;
 - 1.3.2 visiting fee;
 - 1.3.3 mooring fee;
 - 1.3.4 passenger fee;
 - 1.3.5 towage fee;
 - 1.3.6 idle time fee;
 - 1.3.7 waste fee;
 - 1.3.8 additional fee for delay;
 - 1.3.9 pilotage fee;
 - 1.3.10 waterway fee;
 - 1.3.11 other fees.
- 1.4 Value added tax shall be added to the port fees in accordance with relevant legislation.
- 1.5 The current document regulates only the fees and payment terms established by AS Pärnu Sadam as the port authority. Quay owners situated in the water area of the Port of Pärnu (hereinafter „**quay owners**“) have the right to establish additional fees laid down in paragraph 2.9.1 for the usage of quays, manpower, machinery etc. on the quays they own, the payment for which is regulated by either the quay owners' price list or special agreements, taking into account the limitations set out in sections 1.6 and 1.7 of the present document.
- 1.6 The port authority has the sole right to establish the following fees when a ship visits the port or uses the water area and/or the infrastructure of the port: channel fee, visiting fee, mooring fee, passenger fee, towage fee, idle time fee, waste fee and the additional fee for delay.
- 1.7 The pilotage fee is charged by the Estonian Pilot (AS Eesti Loots), the waterway fee is charged by the Estonian Maritime Administration (Veeteede Amet).
- 1.8 Upon calculation of the port fees, landing on any quay situated in the Port of Pärnu is deemed as one port visit.
- 1.9 Upon calculation of the port fees, time shall be rounded up to 0,5 hours. A period of time under 30 minutes is considered as 0,5 hours and over 30 minutes is considered as 1 hour.
- 1.10 Upon a ship's arrival to the port, the ship-owner is obliged to present to the port authority through the ship's captain or the ship's agent the following basic information regarding the ship: the ship's gross tonnage (GT), the ship's length (L), the ship's

width (B) and the ship's draught (T) and the passenger list. Information on the ship's gross tonnage, length and width shall be based on the ship's valid International Tonnage Certificate and all information shall be forwarded through the Estonian Maritime Documents Exchange system (EMDE) or by any other manner reproducible in writing if the former is not functioning.

- 1.11 The ship-owner or his representative (the ship's agent or captain) is liable for presenting accurate and correct information about the ship.
- 1.12 If two or more ships lie alongside each other by the quay, port fees shall be applicable to all ships standing in such manner.
- 1.13 Ships refusing the ordered port service less than 2 hours prior the agreed time, shall be obliged to pay a fine in the amount of 200 EUR.
- 1.14 Invoices issued for the port services are subject to payment within 7 days from receiving such invoice if not agreed otherwise in the contract. For each day of delay, the port authority has the right to claim delay interest of 0,15% of the unpaid amount per day. The invoice shall be declared as paid when the sum specified in the invoice has accrued onto the bank account specified in the invoice. The payer shall bear all costs related to the money transfer.
- 1.15 The terms not defined in the present document shall be used in accordance with section 1.3 of the rules of the Port of Pärnu if not expressly stated otherwise in this document.
- 1.16 None of the fees specified in the present document encompass other fees specified in the document, i.e claiming one fee does not limit the port authority's right to claim any other fee.
- 1.17 Disputes arising from the present document not resolved by negotiations shall be submitted to the Pärnu County Court and resolved in accordance with the substantial laws of the Republic of Estonia.

2. PORT FEES

2.1 Channel fee

- 2.1.1 The channel fee is calculated on the basis of the ship's gross tonnage (GT). All ships (excluding ships exempted in section 3.3) entering and leaving the water area of the Port of Pärnu are obliged to pay a one-time fee of 0,52 EUR/GT, cruise ships 0,19 EUR/GT.
- 2.1.2 A cruise ship in the meaning of the present document is a passenger ship conducting an organized excursion that lasts for at least 60 hours and during which the ship visits at least two ports in addition to the starting and ending port(s) of the cruise. A cruise ship cannot be a recreational craft, cannot operate in regular line traffic, does not carry cargo and does not let line passengers neither embark nor disembark.
- 2.1.3 Ships under 500 GT are charged a one-time fee of 220 EUR for entering and exiting the water area of Port of Pärnu.

2.2 Visiting fee

- 2.2.1 The visiting fee is calculated on the basis of the ship's gross tonnage (GT). The visiting fee is charged from all ships for each use of Port of Pärnu's quays, including when changing the quay during one port visit. The fee is 0,52 EUR/GT, for cruise ships (see definition section 2.1.2) 0,19 EUR/GT.
- 2.2.2 If a ship is positioned alongside a new quay after unloading for the loading of new cargo, the full visiting fee for the use of both of the quays shall be charged. If the ship is loaded or unloaded alongside different quays, the full visiting fee for both of the quays shall be charged and divided between the quay owners proportionally on the basis of the volume of the loaded and unloaded cargo.
- 2.2.3 When moving the ship due to reasons of the ship herself, the visiting fee is charged in accordance with the rules for calculating idle time fees stipulated in sections 2.6.4 and 2.6.5. Charging a visiting fee under this section does not limit the port authority's right to charge an idle time fee.
- 2.2.4 When moving a ship due to reasons of the port authority, no visiting fee shall be charged for that specific quay change.

2.3 Mooring fee

- 2.3.1 Mooring fee is charged from all ships for each mooring operation separately in accordance with the rates of the mooring fee.
- 2.3.2 Mooring fee is calculated on the basis of the formula $B \times L = C$, in which B is the width of the ship and L is the length of the ship, as follows:

| | | |
|---------|----------------|-----------|
| 2.3.2.1 | C = <500 | 15,98 EUR |
| 2.3.2.2 | C = 501- 800 | 37,07 EUR |
| 2.3.2.3 | C = 801- 1200 | 51,13 EUR |
| 2.3.2.4 | C = 1201- 1500 | 63,90 EUR |
| 2.3.2.5 | C = 1501- 2000 | 76,70 EUR |
| 2.3.2.6 | C = >2001 | 95,87 EUR |

- 2.3.3 A mooring alongside a quay, hauling alongside the same quay or unmooring from a quay is considered a single mooring operation. A re-mooring of a ship from one quay to another is considered as two separate mooring operations.
- 2.3.4 If a mooring operation is carried out due to reasons of the ship, the mooring fee is calculated in accordance with the rules for calculating idle time fees stipulated in sections 2.6.4 and 2.6.5. Charging a mooring fee under this section does not limit the port authority's right to charge an idle time fee.
- 2.3.5 When carrying out a mooring operation due to reasons of the port authority, no mooring fee shall be charged for that specific mooring operation.

2.4 Passenger fee

- 2.4.1 Passenger fee is charged from cruise ships (see definition of cruise ship in section 2.1.2) at both the arrival and departure of the cruise ship for each passenger on board the cruise ship.
- 2.4.2 1 EUR is charged from each passenger at both the arrival and departure of the cruise ship.
- 2.4.3 The passenger fee is applicable regardless of the passengers disembarking the cruise ship or not.
- 2.4.4 Under 12-year-old passengers are exempt from the passenger fee.

2.5 Towage fee

- 2.5.1 Towage fee is charged for the use of tugboat services based on the time spent on rendering the service.

| | | | |
|-------|----------|----------------------|-------------------|
| | | In normal conditions | In ice conditions |
| 2.5.2 | V/L Nico | 287 EUR/h | 322 EUR/h |

- 2.5.3 Time shall be measured in accordance with the principles set out in section 1.9.
- 2.5.4 The time spent on rendering the service shall be measured from the moment the tugboat leaves the quay until she moors back at the quay.

2.6 Idle time fee

- 2.6.1 Idle time fee shall be charged as set out in the table below, in which “sm” stands for the started meter of the ship’s length.

| | Payer | Fee | Reason |
|-------|--------------|----------------|--|
| 2.6.2 | Ship-owner | 100 EUR/h | If ship is not ready for loading/unloading at the time agreed upon with the port authority. |
| 2.6.3 | Shipper | 100 EUR/h | If cargo is missing at the time agreed upon with the port authority by the start of the loading/unloading operations or during loading/unloading. |
| 2.6.4 | Ship-owner | 1 EUR/h x sm | Outside of loading/unloading operations if the ship is hindering the work of the port authority or the use of the water area. |
| 2.6.5 | Ship-owner | 0,2 EUR/h x sm | For berthing outside of loading/unloading operations if the berthing is not hindering the work of the port authority or the use of the water area. |

- 2.6.6 Time shall be measured in accordance with the principles set out in section 1.9.
- 2.6.7 The fees stipulated in section 2.6 shall not be charged if exiting the port to roadstead is ruled out due to storm winds blowing from undesirable directions.

2.7 Waste fee

- 2.7.1 Waste fee is charged based on the general tonnage (GT) of the ship in the sum of 0,03 EUR/GT for each port call separately.
- 2.7.2 If the waste fee stipulated in section 2.7.1 does not cover all of the actual costs related to the reception of the ship's discharged waste, then the uncovered part of the expenses must be covered based on the type and amount of ship-generated waste actually discharged in accordance with the price list established by the port authority.
- 2.7.3 The waste fee tariff stipulated in section 2.7.1 covers up to 8 m³ of engine room bilge water or waste oil (slops, sludge etc) per one port call. If a ship discharges more than 8 m³ of waste, an additional sum of money shall be paid that according to the price list established by the port authority is spent on handling the limit exceeding waste.
- 2.7.4 All ships visiting the port are obliged to pay the waste fee once regardless of discharging waste or not, excluding liners calling port in order to conduct regular travel between the continent and the islands.

2.8 Additional fees for delay

- 2.8.1 The ship's agent, captain or ship-owner is obliged to give notice 24 hours prior to loading/unloading operations on the e-mail address laevaliiklus@parnusadam.ee, in which he informs the port authority of the arrival time of the ship ordering the loading/unloading operations. If the ship regardless of the notice is not ready for the loading/unloading operations in time, an idle time fee in accordance with section 2.6.2 shall be charged and an additional fee of 100 EUR/h for the demurrage of the ordered loading/unloading apparatus.
- 2.8.2 If such standstill invokes a demurrage of ships waiting in line, then the ship must on the request of the port authority without delay rehaul to a vacant quay, bearing all costs related to the rehaul, including but not limited to towage fees, pilotage fees and mooring fees.
- 2.8.3 A ship is responsible for the damages caused by an undue release of a quay. A ship in delay shall reimburse the damages caused by the delay to the port authority, entrepreneurs owning a permanent business in the port and to third persons.
- 2.8.4 If a ship is not able to leave the port after the loading/unloading operations because of a storm, she must on the port authority's request rehaul without delay to a vacant quay if it's possible from the standpoint of safe maritime traffic. In such case, the ship must pay the towage fee, the piloting fee and the mooring fee. The visiting fee and the channel fee shall not be charged.

2.9 Other fees

- 2.9.1 In addition to fees stipulated in sections 2.1 through 2.8, the port authority and the quay owners have the right to establish additional fees, including but not limited to for the following services:
- 2.9.1.1 the use of the quay (when cargo is loaded/unloaded by own means and apparatus);
 - 2.9.1.2 loading of cargo by means and apparatus of the port authority or the quay owner;
 - 2.9.1.3 fire surveillance;
 - 2.9.1.4 warehousing;
 - 2.9.1.5 the use of electricity and water;
 - 2.9.1.6 the reception of bilge water, sewage, oil and other waste;
 - 2.9.1.7 the use of different port apparatus;
 - 2.9.1.8 the use of manpower etc.
- 2.9.2 The fees and concessions for services stipulated in section 2.9.1 shall be set out by the port authority's or the quay owners' price lists or by special agreements.

3. CONCESSIONS

- 3.1 The port fees for contractual clients may differ from the fees stipulated in the present price list. The present price list is applicable for the parts uncovered by contracts.
- 3.2 Ships that have entered the port for the sole purpose of delivering to land sick people, shipwreck survivors or deceased persons are exempt from paying the obligatory port fees if their berthing time does not exceed 24 hours.
- 3.3 The following ships are exempt from paying the channel fee:
- 3.3.1 ships performing public administrative duties of the Republic of Estonia;
 - 3.3.2 military vessels of the Republic of Estonia;
 - 3.3.3 floating hospitals, training ships and ships involved in research programs in Estonia;
 - 3.3.4 ships involved in international non-profit cooperation programs involving the Republic of Estonia;
 - 3.3.5 foreign ships on diplomatic visits;
 - 3.3.6 damaged ships and ships seeking port of refuge;
 - 3.3.7 ice breakers and rescue ships in performing their duties in the Port of Pärnu;
 - 3.3.8 technical support ships in performing their duties in the Port of Pärnu;
 - 3.3.9 unloaded ships entering for repair works if the works are carried out by AS Pärnu Laevatehas and if they do not perform loading operations after the repair works;
 - 3.3.10 recreational crafts with a total length under 24 metres that are not used for commercial purposes and that do not carry more than 12 passengers.
- 3.4 A damaged ship in the meaning of section 3.3.6 is a ship with a damaged body, shifted cargo and a faulty main engine or steering engine.
- 3.5 A technical support ship in the meaning of section 3.3.8 is a ship used to technically service the port, the waterways or other ships.