



# Rendsburg Port Authority

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## Scale of Charges and Fees at Rendsburg Port

- valid from 01.07.2015 –

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# Rules on levying port fees and charges at Rendsburg Port

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## I. General provisions

### **§ 1 Area of validity**

- (1) Fees and charges are levied in accordance to this statute for the usage of Rendsburg Port by vessels, equipment and other floats.
- (2) The port area subject to duties includes the boundaries of the Rendsburg Port Authority GmbH and the Kiel Canal in accordance with § 1 of the state ordinance for ports in Schleswig-Holstein (HafVO) in the version dated 09 February 2005.

### **§ 2 Nature of fees/charges**

According to this statute the following fees are levied:

- a) Port fees §§ 9 and 10
- b) Ship demurrage fees §§ 11 and 12
- c) Usage based charges as described in §§ 13-17

### **§ 3 Liable party for fees, occurrence and due date of fees**

- (1) The fees are levied by the port operator for the Rendsburg Port Authority GmbH as owner of the port.
- (2) The owners and users of the vessels are liable for payment of the fees as joint debtors.
- (3) Entitlement to port fees arises due to usage of the port. The entitlement in accordance to § 11 (ship demurrage fee) arises upon initial usage subject to charges for the period of the assignment, in cases of extension at the start of the extension which is subject to charges.
- (4) Fees are payable as soon as they arise.
- (5) Annual port fees, which are paid for the calendar year or another specified period of time (§ 9 para. 4), must still be paid for the full period of invoicing if the basis for the assignment of this fee (duty of payment) arises or ceases to apply during this period of time. Fees which have already been paid for single trips or temporary usage cannot be credited against fees payable for specified periods of time.
- (6) The charges arise once the corresponding service is provided as specified in §§ 13-17.
- (7) Payment is to be made in euros (€). The fees named under § 2 are invoiced as separate items.

#### **§ 4 Reporting obligation**

- (1) The vessel captains must provide the information stipulated concerning the ship and freight documentation in written form in the electronic registration to the port authority (<http://www.amteiderkanal.de/amt/hafenbehoerde/formular.html>). If information regarding the ship and freight documentation is missing then this information will be estimated for the purpose of calculation of the fees at the expense of the party liable for payment.
- (2) The owners of vessels who pay an annual overall charge according to § 9 para. 4 must register their vessels to the port operator on an annual basis by 15 January. Furthermore, they must report any changes to the intended purpose of the vessel or ownership of the vessel immediately.
- (3) The persons required to report can appoint representatives but they still remain responsible for the completeness and accuracy of the report.

#### **§ 5 General principles of calculation and conversion**

- (1) Partial measurement units are invoiced fully.
- (2) The tariffs in this statute are net prices. For services subject to value added tax the value added tax will be invoiced in accordance to legal provisions.
- (3) The basis of assessment for an oceangoing vessel, which is registered in a register of shipping, is the vessel's gross tonnage (GT).
- (4) The basis of assessment for an inland vessel, which is registered in an inland vessel registry, is the vessel's maximum payload in metric tons (reference tonnage).
- (5) In order to calculate the capacity in gross tonnage (GT) for non-surveyed and non-referenced ships, equipment and floats, the following method of calculation is valid:  
  
1 m<sup>2</sup> of the water area required = 1/3 GT.
- (6) For non-surveyed military vessels the calculation valid is:  
  
1 ton of water displacement = 1 GT.
- (7) The water area required is calculated in square metres by multiplying the longest length by the widest point of the vessel. The result is rounded up to the next full square metre.

## **§ 6 Ballast**

- (1) Materials which are not designated for commercial purposes and are solely used for the purpose of stabilisation of the vessel, equipment or other form of float are considered to be ballast.
- (2) Vessels whose load does not exceed half of the maximum load capacity resp. reference tonnage are considered to be loaded with ballast.

## **§ 7 General exemptions**

The following are exempt from the payment of fees in accordance to this statute:

- (1) Vessels, equipment and other floats which are owned by the German Federal Republic or the State of Schleswig-Holstein which only serve the purposes of research, surveillance or waterways engineering,
- (2) Pilot vessels, firefighting vessels and rescue vessels which are being used for their intended purpose,
- (3) Foreign, governmental vessels flying under their country's flag and being used on state business, assuming reciprocal treatment is granted,
- (4) Training ships which only serve training purposes.

## **§ 8 Deferral and reduction**

- (1) Fees can be deferred if payment of the fees causes severe hardship to the liable party and the claim for payment of fee is not endangered by the deferral.
- (2) The fees can be reduced partly or completely if payment is deemed to be unfair based on assessment of the individual case.

## II. Port fees

### **§ 9 Purpose and cost**

- (1) Vessels entering and leaving the dutiable port area have to pay port fees.
- (2) The port fees for each arrival and exit are as follows:
  - a) Oceangoing vessels up to 2,500 GT
    1. if they are loaded 0.21 €/GT
    2. if they are empty or ballasted 0.12 €/GT

- b) Oceangoing vessels greater than 2,500 GT
  - 1. if they are loaded 0.30 €/GT
  - 2. if they are empty or ballasted 0.17 €/GT
  
- c) Inland vessels
  - 1. if they are loaded 0.17 €/reference ton
  - 2. if they are empty or ballasted 0.10 €/reference ton
  
- d) Passenger ships providing commercial passenger transport 0.17 €/GT
  
- e) Cruise liners, RoRo ships and container ships
  - 1. up to 10,000 GT 800.00 €
  - 2. from 10,001 to 15,000 GT 1,100.00 €
  - 3. greater than 15,000 GT 1,300.00 €
  
- f) Military vessels without freight, rafts and floats 0.17 €/GT
  
- g) Pontoon cranes 0.26 €/GT

(3) The tariffs for empty or ballasted ships are also applied to vessels which unload a part of their cargo or pick up a partial load, assuming that the loaded or unloaded cargo does not exceed half of the vessel's reference tonnage or the vessel's maximum payload.

(4) Vessels which often enter and leave the dutiable port area can apply to pay annual port fees. If the vessel is being repaired or if the vessel is sold then the port authority can transfer the annual fee already paid to a replacement vessel. The annual fee is then calculated according to the size of the largest vessel. The supplementary payment is payable when the replacement vessel enters into service.

(5) The annual port fees, according to para. 4 are as follows:

- up to
- 25 arrivals and exits the 18-fold
- 50 arrivals and exits the 33-fold
- and
- 100 and more arrivals and exits the 55-fold

of the individual charge as stipulated in para. 2.

(6) In accordance to § 9, para. 1, vessels transporting freight from third party countries which does not originate in the European Union and customs handling takes place in

Rendsburg Port without loading or unloading are subject to the following, "harbour administration charges":

1. Up to 500 GT	27.00 €
501 to 1,000 GT	53.00 €
1,001 to 2,500 GT	158.00 €
2,501 to 5,000 GT	264.00 €
5,001 to 10,000 GT	422.00 €
More than 10,000 GT	793.00 €

### III. Demurrage fees

#### § 10 Purpose and cost

- (1) All vessels moored in the area of the port have to pay demurrage.
- (2) The fee for demurrage starts at the moment the ship enters the port or subsequent to a mooring period of 12 hours after completion of loading/unloading operations.
- (3) The demurrage fees for each day or part thereof are as follows:
  - a) for oceangoing vessels 0.12 €/GT
  - b) for inland vessels 0.08 €/reference ton
  - c) for equipment and other floats 0.12 €/GT
- (4) The port authority and the port operator reserve the right to shorten or to limit the demurrage time in order to ensure the smooth operation of loading and unloading operations at the port.

### IV. Usage based charges

#### § 11 Wharfage

- (1) Usage of the wharf is subject to a wharfage charge. Wharfage is charged for all freight and containers that are loaded or unloaded from board, as well as for passengers of ferries, excursion boats and cruise liners.
- (2) Wharfage charges are as follows for each arrival and exit
  - a)

per ton (stowage factor < 1 m <sup>3</sup> /to)	0.50 €/to
per ton (stowage factor 1 to 5 m <sup>3</sup> /to)	0.80 €/to
per ton (stowage factor > 5 m <sup>3</sup> /to)	1.20 €/to
  - b)

each unloaded 20-foot container	6.00 €
each unloaded 40-foot container	9.00 €
each loaded 20-foot container	7.00 €

each loaded 40-foot container	11.00 €
c) per passenger	1.50 €

Wharfage does not have to be paid for freight of the German Federal Republic, the State of Schleswig-Holstein or the District of Rendsburg-Eckernförde nor does it have to be paid for freight transported for direct invoicing by the above provided that at the same time the interests of Rendsburg Port are supported.

## § 12 Electricity and water charges

Loading of drinking and boiler water directly at the wharf are charged as follows:

for every 1,000 litres or part thereof	4.10 €
for oceangoing vessels there is a minimum charge of	55.00 €

Supply of electricity directly from the terminal area is charged as follows:

Technical supply (Non-recurring)	15.00 €
add. Electricity charges per unit	0.38 €/kWh

Special rates can be agreed with large-scale consumers and long-term users.

## § 13 Security charge

(1) In order to meet the necessary legal requirements for additional security in the port area, Rendsburg Port charges for security.

(2) The security charge for each port call (each arrival and exit) is as follows:

a) Oceangoing vessels	0.05 €/ GT
b) Inland vessels	0.03 €/ reference ton
c) Other floats	0.04 €/ GT

## § 14 Waste disposal charge

(1) Ships which are subject to disposal obligation are liable to a waste disposal charge of 0.05 € / GT for each port call, insofar as the vessel has not been made exempt in accordance to § 13 Port Waste Disposal regulations (HafEntsVO) by the port authority. The waste disposal charge includes 0.02 € / GT for the disposal of oil-containing liquids resulting from the operation of the vessel. The charge includes free disposal of waste which corresponds to Marpol V (household waste) in the following quantities:

- a) Vessels less than 10,000 GT up to 2,2 m<sup>3</sup>
- b) Vessels greater than 10,000 GT up to 5 m<sup>3</sup>

(Additional amounts are charged at 40.00 € per m<sup>3</sup>).

- (2) If no waste or only small quantities of waste have to be disposed thanks to the high frequency of calls to the port then 30% of the waste disposal charge will be made (§ 11, para. 5 , Port Waste Disposal regulations (HafEntsVO)).
- (3) The disposal of any residual freight is not included in the waste disposal charge.

## **§ 15 Mooring service**

As a rule, for all mooring and unmooring activities at Rendsburg Port there is an obligation for oceangoing vessels and coasters to use a mooring service, which is authorised by the port authority responsible for Rendsburg Port.

Rendsburg Port GmbH as the operator of the port facility offers a mooring and unmooring service for vessels at Rendsburg/Osterrönfeld in accordance to the valid mooring tariffs at the port. The port user is however, in principle free to choose its mooring service.

If Rendsburg Port GmbH is not commissioned to carry out the mooring and unmooring of a vessel there is still the requirement for a harbour master to supervise the process of mooring/unmooring in Rendsburg Port by the Rendsburg Port GmbH (operator), because the operator must meet the following responsibilities in the port in the name of Rendsburg Port Authority:

- 1) ISPS secured port.
- 2) Safeguarding of secure mooring/unmooring of oceangoing vessels for reasons pertaining to statutory liability and insurance towards the owner, Rendsburg Port Authority.
- 3) Control/access for external mooring services/external companies (ISPS security).

Owing to reasons of statutory liability and insurance and in order to uphold ISPS conformity and the regulations of the port authority any external mooring/unmooring services must be supervised by a harbour master/ terminal manager from Rendsburg Port GmbH.

The costs for the assignment of the harbour master/terminal manager for the supervision of mooring/unmooring , as well as for granting entrance to Rendsburg Port are as follows and are to be paid separately to the shipping company/port user.

Provision of the harbour master/terminal manager for the supervision of mooring/unmooring of vessels in Rendsburg Port is a flat rate per arrival/action of 110.00 €

(workdays: Mon-Fri. 07:00-17:00 – Additional charge for nights and Saturdays 25%, Sundays and public holidays 50%)

We would like to make you aware of the fact that the operator has qualified mooring personnel for the afore named operations which can be commissioned at all times.

#### IV. Concluding provisions

##### **§ 16 Legal validity**

(1) This statute entries into force on 01 March, 2015.

Rendsburg, 01.03.2015