



COMMERCIAL PORTS OF FARO AND PORTIMÃO AUTHORITY TARIFF REGULATIONS 2020

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CHAPTER I GENERAL PROVISIONS

Article 1.

Scope of application

The Ports of Sines and the Algarve Authority, SA (APS - Administração dos Portos de Sines e do Algarve, S.A.), hereinafter designated as APS, SA, will charge, for the use of port equipment and facilities, relative to the economic exploitation of the commercial ports of Faro and Portimão, the dues foreseen in the present Regulation.

Article 2.

Competence of the APS, SA

Without prejudice of the situations prescribed in the present Regulation, in the Portuguese Ports Tariff System Regulation (Regulamento do Sistema Tarifário dos Portos do Continente), hereinafter designated as RST, or in special legislation, it is the competence of the Board of Directors of APS, SA to deliberate mainly on the following:

- a) Resolution of omitted or unforeseen cases;
- b) Rendering of services through previous adjustment;
- c) Services performed outside the port area;
- d) Services rendered in rescue operations, assistance to vessels in danger, fire on board and others of the same nature;
- e) Demand of payment in advance or prior guarantee of payment of the tariffs.

Article 3.

Use of personnel

1- Unless otherwise provided, the tariffs always include the cost of utilization of the personnel essential to the execution of the service assigned to it by the port authority.

2- Should any personnel be used besides what's established by the previous number, the following rates are due, in euros, per human resource, professional category and hour:

Personnel qualification	Rate	
Professional Group 1	€	73,1758/H/h
Professional Group 2	€	53,5790/H/h
Professional Group 3	€	40,9528/H/h
Professional Group 4	€	37,9786/H/h
Professional Group 5 A	€	36,1781/H/h
Professional Group 5 B	€	32,3845/H/h
Professional Group 6	€	28,4537/H/h

Article 4.

Measure units

1- The measure units are the ones prescribed in Art. 3 of the RST.

2- The dues regarding the Port Use Tariff, as well as the Pilotage Tariff, applied on tankers carrying crude and oil products with segregated ballast tanks, are calculated based on the reduced gross tonnage, under the terms of the RST.

3- As for warships, the GT is substituted by the maximum tonnage of displacement.

4- The direct measuring performed by the port authority or by other entities recognized by it prevails over those declared.

Article 5.

Services requisition

1- The rendering of services will be preceded by a requisition to be done through the means use in the port, tend to telematic, being of the responsibility of the applicant the payment of the respective dues.

2- The request of services concerning a vessel demands the specification of the referring IMO number, unless it has not yet been attributed.

3- The ones requesting the services shall justify to the Port Authority all the prejudices resulting from the delays occurring in the beginning of the requested operations, besides the tolerance period eventually conceded, unless these prejudices are the responsibility of the Port Authority.

4- The ones requesting the services shall also be responsible, under the terms appointed on the previous number, for the exceeding of the normal time established for the execution of the service plus the tolerance period eventually conceded.

5- The Port Authority is responsible for the payment of the needed services for the changing of vessels' berthing places whenever these changes are caused by the port authority or its own interest. Nevertheless, and even so, the clients must also request these services.

6- Should the changes occur in compliance with the interest of other vessels, they shall be the responsible for the payment of the needed services for the fulfilment of the changes, since they are duly authorized by the port authority.

7- The norms and terms for the services requisition and eventual penalties will be fixed by APS, SA.

Article 6.

Dues charging

1- The dues will be charged immediately after the rendering of the services, unless other procedure is determined by APS, SA.

2- The dues charging may be entrusted to other entities, under conditions to be determined by APS, SA.

3- The dues may be charged, under the legal terms, to third parts, in substitution of the liable persons.

4- Unless it is strictly determined, the invoice's paying term is of 30 days after its issuing.

5- Once the term of payment of an invoice expires, the charging becomes subject to interest on deferred payment at the legal rate.

6- All the amounts to be charged to APS, SA, and imputable to third parts will be debited and 20% surcharged, concerning administrative charges.

7- We must exclude from the previous number, and until its conclusion, all the situations whenever the administrative charges are defined.

8- APS, SA, whenever judges it convenient, for the safeguard of the port authority's interests, may come to demand the advance charge of tariffs, or that the payment by bank deposit or bank guarantee of any sums that may be due to it and resulting from the application of the tariffs, be previously assured.

9- There will be no invoice regularization for amounts under the values to be stipulated by the Board of Directors of APS, SA.

10- The dues established on these Regulations, are surcharged by the concerning taxes (VAT), according to what's established by law.

Article 7.

Invoice reclamation

1- The reclamation against the value of an invoice, as long as submitted within the payment term indicated on it, will suspend the payment of the item or items in question, and the remaining amount will be charged within the referred term of payment.

2- In case of partial dismissal of the reclamation, the respective claimed amounts will be aggravated by interest on deferred payment at the legal rate, counting from the reclamation date on.

3- In case of a total dismissal of the reclamation, the interests on deferred payment will be calculated from the reclamation date on, aggravated by a 5% penalty on the claimed amounts.

CHAPTER II PORT USE

Article 8. Harbour dues

1- The Harbour Dues, designated as TUP, are due for the availability and use of the systems relative to the entry, anchoring and outward of ships, to ship and cargo operations, to safety and environmental preservation, under the terms of the RST.

2- The Harbour Dues comprise a component to be applicable to ships and vessels calling the port, and concerning the services rendered by the systems referred on the previous number.

3- In what concerns a set of towed vessel and tug, the Ship Harbour Dues shall be applied to each ship/vessel individually, whether they separate or not during the staying in the port.

Article 9.

Ship Harbour Due, based on the gross tonnage (GT) and ratio (R)

1- The Ship Harbour Due charged to ships and vessels, if it is not previously settled, is calculated according to the gross tonnage (GT) and to the ratio (R) between the loaded and discharged cargo quantity, in metric tons, and the gross tonnage, considering (QT) as the total cargo handled per each call, in metric tons, and (K) as the value of the ratio (R) reference factor, according to the type of vessel or ship, as showed in the following table:

Type of vessel or ship	K value
Tankers	1,07
Ro-Ro ships	0,96
Passengers ships	Not applicable
Other vessels or ships	1,24

2- If the ratio (R) equalizes or surpasses the (K) value, according to the type of vessel or ship as paragraph 1 indicates, maximum unitary rates (U1), per GT units and displayed in Euros, will be charged:

$$\text{Maximum rate} = (U1 * GT)$$

3- If the ratio (R) is lower than the (K) value, according to the type of vessel or ship as number one indicates, a reduced rate will be charged in Euros, being established according to the following formula:

$$\text{Reduced rate} = (U2 * GT + U3 * QT)$$

4- Whenever no commercial operations are taken into effect by the vessel or ship during the call, it will be charged the Ship Harbour Due according to Art.11.

5- The value of maximum (U1) and minimum (U2) unitary rates, as well as the rates per ton (U3) are represented as (UT) on Tankers, as (UR) on Ro–Ro ships, as (UP) on Passengers ships and as (UZ) on other vessels or ships, being fixed according to the following table:

Type of vessel or ship	Unitary rates		
	(U1)	(U2)	(U3)
Tankers	<i>UT1</i> = € 0,3014	<i>UT2</i> = € 0,1351	<i>UT3</i> = € 0,1559
Ro-Ro ships	<i>UC1</i> = € 0,4262	<i>UC2</i> = € 0,1455	<i>UC3</i> = € 0,2911
Passengers ships	<i>UR1</i> = € 0,1092	<i>UR2</i> = € 0,1092	<i>Not applicable</i>
Other vessels or ships	<i>UZ1</i> = € 0,4053	<i>UZ2</i> = € 0,1351	<i>UZ3</i> = € 0,2183

6- The lay-time of the vessel on port, including loading and/or discharging operations, is settled under the following stagger:

- a) Passengers ships: 36 hours;
- b) All other vessels or ships:
 - Up to 2 000 GT – 60 hours;
 - From 2 001 to 5 000 GT – 72 hours;
 - From 5 001 to 10 000 GT – 96 hours;
 - Over 10 001 GT – 120 hours.

7- Whenever the time limit above-mentioned is exceeded due to any circumstance not imputable to APS, SA, Ship Harbour Due, based on the gross tonnage (GT) and ratio (R), is surcharged in 10% per each extra indivisible 24-hour period.

8- For the lay-time counting of the vessels on port it is defined as the period of time between the entry and the exit of this ship in the port with the following exceptions:

- a) Whenever a vessel crosses the border line without issuing any manoeuvre request and leaves the port in order to await the possibility to perform the commercial operation, the period of time while the vessel was drifting alongside shall be discounted from the staying on port period;
- b) Whenever a vessel chooses to leave the port due to bad weather and sea conditions declared by the port authority, or declared by the vessel and accepted by the port authority, the time the vessel is drifting alongside does not count for the staying on port period.

9- Whenever within the same call, the vessels take into effect a commercial and a non-commercial operation, no matter the nature, only one due is to be applied as far as the port's use concerns, according to what's established on number 5; the periods of time established on number 6 must be applied, for both operations, as well as the surcharges of this article's number 7.

10- Whenever within the same call, there is a change on the vessel's agent, is to be applied, to the agent who required the outward manoeuvre, only one due as far as the port's

use concerns, unless there's a contrary indication from another agent appointed for the same call.

11- Whenever, within the same call, there is a change on the name of the vessel, the file must be closed and a new one must be opened by the agent representative of the new ship-owner, being thus one due applied to each file as far as the port's use concerns.

12- The vessels aiming to perform consecutive unloading and loading nonscheduled operations, with or without change of the liable party to the tariffs applied, shall lose the priority on congestion situations on port and shall be considered as if performing different calls, with staying times distinguished by the moment of the change of the liable party or by the preceding operation ending.

Article 10.

Reductions

1- The Ship Harbour Due, based on the gross tonnage (GT) and ratio (R), benefits from reductions under the following conditions:

- a) A 5% reduction bestowed as a "Green Incentive", all the ships which are holders of the Certificate of the Bureau Green Award of Rotterdam and fulfil its requirements, when requested;
- b) A 40% reduction on the ships, which had fulfilled the liner service conditions, excluding any other applicable reduction planned for the Ship Harbour Due.
- c) The ships whose name is upheld and which in the course of the 365 calendar days preceding the call at issue, excluding the ones at liner service, had achieved the following number of calls, shall benefit from the corresponding reductions, namely:
 - From 6 to 11 calls – 5%;
 - From 12 to 17 calls – 7,5%;
 - Over and above 17 calls – 10%;
- d) A 2,5% reduction on the ships which operate at a short sea service, from the 6th call performed in the course of the preceding 365 calendar days, excluding the ones at liner service, when requested;
- e) A 7,5% reduction on the ships which operate at a national coasting service, when requested, and not accumulative with the ones regarding the liner and short sea services;

- f) A 10% reduction on ships at transhipment service, when requested;
- g) A 35% reduction on the passengers' ships which just realized a commercial operation on the anchorage;

2- Under the terms of the RST, Art.2, paragraphs u), and without prejudice of the fulfilment of the remaining conditions, a ship is considered to be at short sea service when the deadweight is equal or lower than 6.000 DWT and operate within an area restricted to Europe, Mediterranean Sea, Black Sea, Morocco, archipelago of Cape Verde and Canary Islands.

3- Under the terms of the RST, Art.2, paragraphs t), and without prejudice of the fulfilment of the remaining conditions, a ship is considered to be at transhipment service when the total cargo of the transhipment, whether in tons or cargo units, equals or surpasses the rates below concerning its deadweight or cargo capacity, according to the type of ship considered:

Type of vessel or ship	Rates
Tankers	20% of the DWT
Ro-Ro ships	40% of the DWT
Other vessels or ships	40% of the DWT

Article 11.

Ship Harbour Due, based on the gross tonnage (GT) and time variable

1- To vessels and ships, whose condition is in accordance with what has been established on Art. 9, paragraph 4, are to be applied the rates mentioned on paragraphs 2 and 3 of the present article.

2- To vessels and ships berthed alongside, a € 0,0635 due is charged per each indivisible 24-hour period and per GT unit.

3- To vessels and ships anchored, a € 0,0270 due is charged per each indivisible 24-hour period and per GT unit.

4- As for the dues application, the lay-time extension is considered to be continuous, whenever a vessel changes its place without having anchored or berthed during the in-between time, whether it is during the staying at the berth or at the anchorage.

5- Whenever a vessel is whether anchored or berthed, each completed 24 hours period is to be charged according to numbers 2 and 3 of the present article; the incomplete periods of both anchoring and berthing are to be added and, if the result does not surpass 24 hours, a unique staying at berth due shall be applied, considering a 24 hours indivisible period.

6- As for river and local vessels or passengers, cargo, fishing or tugs, the TUP/Vessel can be charged as retainer, for indivisible periods of time or days, and the amount shall be thus calculated:

$$T = € 0,2183 \times \sqrt{GT} \times Cn \times P$$

in which:

T – rate value in Euros;

GT – vessel gross tonnage;

Cn – specific factor for each period of retainer;

P – period of retainer in days.

7- As for the application of the formula of the previous number shall be established that the coefficients (Cn) to apply on the commercial ports of Faro and Portimão are the ones on the table below:

P	30	90	180	365
Cn	0,75	0,65	0,57	0,50

8- As for the vessels referred to on number 6, when anchored or moored in specific places previously appointed, shall be applied the norms and specific tariffs of those places, whenever they are established.

Article 12.
Exemptions

- 1- The following vessels and ships are exempt from the Harbour Dues:
 - a) Hospital ships;
 - b) Portuguese Navy ships and foreign navy ships, as long as on official visit, or exhibiting the flag of a country that grants equal treatment to ships of the Portuguese Navy;
 - c) The vessels on scientific, cultural or charitable mission, when requested;
 - d) Ships entering the port exclusively to change crews or to disembark sick persons or corpses, during the period of time strictly necessary for that purpose,
 - e) The tugboats and floating equipment at the service of the port.

- 2- The Portuguese Government research vessels are exempted from the former paragraph c) item proceedings.

CHAPTER III
PILOTAGE

Article 13.
Pilotage dues

- 1- The pilotage tariff is due for the services rendered to the ship by components of the pilotage systems, including its availability and use, under the terms of the RST.

- 2- The Pilotage Dues comprise the following services: inward and mooring, inward and anchoring, anchoring up and mooring, unmooring and anchoring, unmooring and outward and anchoring up and outward, shifting, shifting alongside and trials, under the terms of the RST.

- 3- The pilotage service dues are the following:
 - a) Pilotage due for inward and mooring;
 - b) Pilotage due for inward and anchoring or anchoring up and outward;

- c) Pilotage due for unmooring and outward;
- d) Pilotage due for anchoring up and mooring, unmooring and anchoring, shifting alongside or other kinds of shifting;
- e) Pilotage due for trials, inside or outside the port;
- f) Pilotage due for shifting alongside.

4- It is considered a standing-by pilot service whenever a pilot remains at the vessel's disposal for time periods exceeding the following:

- a) An hour, between the time for which the service was requested and the vessel's arrival to the pilot boarding area on the inward service;
- b) Half an hour, between the time for which the service was requested and its starting, whenever the vessel is already within the port area.

5- Services shall be requested with a minimum of 2 hours before the due time, under the terms established to do so, and confirmed according to the norms in force.

6- The pilotage dues applied to a set of towed vessel and tug shall be charged in accordance with the sum of each ship/vessel GT, whenever the services are jointly rendered.

Article 14.

Rates value

1- The pilotage rates value is calculated per service according to the following formula:

$$T = Cn \times UP \times \sqrt{GT}$$

in which:

T – rate value in Euros;

Cn – specific factor for each type of service rendered;

UP – pilotage unit value;

GT – vessel gross tonnage.

2- To put the previous formula into practice, it is established:

- a) The (*Cn*) factors applicable to the commercial ports of Faro and Portimão, are the ones enclosed in the following table:

Inward and mooring	Inward and anchoring	Anchoring up and outward	Unmooring and outward	Shiftings				Trials	Shifting alongside
				Anchoring up and mooring	Unmooring and anchoring	Shifting alongside	Other shifting		
1,0	0,8	0,8	1,0	1,0	1,0	0,8	1,0	1,0	0,4

b) The pilotage unit (UP) is of € 7,9521.

3- As for dead ships, the pilotage dues prescribed in the previous numbers will be increased in 50%.

4- The pilotage due for standing-by pilot is of € 270,6267 per indivisible hour.

5- A standing-by pilot due shall be applied to occasional pilotage services.

6- The Pilotage Due referred on the number 4 is due for the pilotage services rendered within the pilotage area of the ports of the Algarve, outside the obligatory pilotage areas of the ports of Portimão and Faro/Olhão.

7- Should the pilot board more than 30 minutes late, according to the scheduled time confirmed by the port authority to take the manoeuvre into effect, the concerning dues will be decreased in 25%.

8- The material and equipment affected to the pilotage service may be used under the terms and conditions to be fixed by APS, SA.

Article 15. Reductions

1- The Pilotage Due benefits from reductions under the following conditions:

- a) Vessels entering the port exclusively for cleaning, discharging of wastes or degasification, during the strictly necessary time to do so, will benefit of a reduction of 5%;

- b) A 5% reduction bestowed as a “Green Incentive”, all the ships which are holders of the Certificate of the Bureau Green Award of Rotterdam and fulfil its requirements, when requested;
- c) A 30% reduction on the ships, which had fulfilled the liner service conditions, excluding any other applicable reduction planned for the Pilotage Due.
- d) The ships whose name is upheld and which in the course of the 365 calendar days preceding the call at issue, excluding the ones at liner service, had achieved the following number of calls, shall benefit from the corresponding reductions, namely:
 From 6 to 11 calls – 2,5%;
 From 12 to 17 calls – 5%;
 Over and above 17 calls – 7,5%;
- e) A 2,5% reduction on the ships which operate at a short sea service, from the 6th call performed in the course of the preceding 365 calendar days, excluding the ones at liner service, when requested;
- f) A 7,5% reduction on the ships which operate at a national coasting service, when requested, and not accumulative with the ones regarding the liner and short sea services;

Article 16.

Maximum expected time for the rendered services

1- Each pilotage service shall be established a maximum expected time for its accomplished, under good sea and weather conditions:

	Inward and mooring	Inward and anchoring	Anchoring up and outward	Unmooring and outward	Shiftings				Trials	Shifting alongside
					Anchoring up and mooring	Unmooring and anchoring	Shifting alongside	Other shifting		
Maximum expected time	60	60	60	60	60	60	60	60	60	30

2- Should the maximum expected times, mentioned on the previous number be exceeded, a € 270,6267 extra due is to be charged per each indivisible hour, concerning the exceeding time.

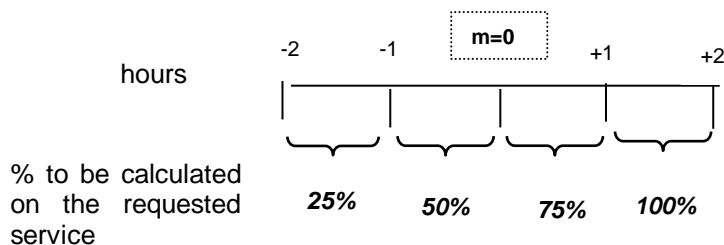
Article 17.

Withdrawal and changing on the pilotage service's requests

1- The pilotage services' requests may be cancelled or changed, ever since the responsible entity is previously informed at least with a two hours advance regarding the scheduled time on the last request.

2- If the pilotage services' withdrawal or changing isn't taken into effect according to what has been prescribed in the previous number, a due will be charged on the concerning service, as shown below:

- a) Notice given in advance with less than 2 hours and till the limit of 1 hour, regarding the scheduled time: 25%;
- b) Notice given in advance with less than 1 hour regarding the scheduled time on the last request: 50%;
- c) Notice given till the limit of 1 hour after the scheduled time: 75%;
- d) Notice given over the limit of 1 hour after the scheduled time: 100%.



m= manoeuvre's scheduled time

3- The service will be automatically cancelled whenever it doesn't start until a two hours maximum, after the scheduled time, being thus integrally paid.

CHAPTER IV TOWAGE

Article 18. Towage dues

1- The towage tariff is due for services provided by the port authority to boats and vessels by components of towing systems used to perform manoeuvres of inward and berth, inward and anchor, heaving up and berth, unmooring and anchor, unmooring and outward, heaving up and outward, shifting services, experiences and services to shifting alongside the quay or other berthing structures, including their availability, in accordance with RST.

2- For vessels with a length overall (LOA) up to 140 meters, the towage due is established by the Gross Tonnage (GT) class of the towed vessel and type of manoeuvre and shall be charged by tugboat and by indivisible hour in accordance with Annex A of these regulations.

3- For vessels with a length overall (LOA) over 140 meters the towage due is applied per vessel and per tugboat, comprising the manoeuvres of inward (or heaving up) and berth and unmooring and outward (or anchor), applying to the remaining manoeuvres the towage due by tug and time in accordance with Annex B of these regulations.

CHAPTER V MOORING AND UNMOORING

Article 19. Mooring and unmooring dues

1- The mooring and unmooring tariff is due for the services performed by the port authority to ship and vessels by components of the ship operation, namely mooring and unmooring, replacement of the mooring ropes, establishing or cooperating with access to ships, including qualified personnel, their equipment and their availability, under the terms of the RST.

2- The mooring and unmooring tariff is structured by GT classes and the type of manoeuvre and charged for service, as showed in the following table:

GT classes		Mooring	Unmooring	Shifting alongside
Cl.	Gross Tonnage			
1	Until 999	137,1200	137,1200	137,1200
2	1.000 to 1.999	180,7476	180,7476	180,7476
3	2.000 to 4.999	266,7555	266,7555	266,7555
4	5.000 to 7.449	310,8613	310,8613	310,8613
5	7.500 to 9.999	337,3269	337,3269	337,3269
6	10.000 to 13.999	396,3910	396,3910	396,3910
7	14.000 to 19.999	426,3077	426,3077	426,3077
8	20.000 to 24.999	461,2348	461,2348	461,2348
9	≥ 25.000	498,6255	498,6255	498,6255

3- The services will be requested by the established methods, with a minimum of 2 hours in advance and confirmed according the existent standarts.

Article 20.

Reductions

The mooring and unmooring dues of those ships which had fulfilled the liner service conditions shall benefit from a 30% reduction.

Article 21.

Conditions applicable to the provision of services

1- Should mooring services be delayed, the concerning rate shall be surcharged in 25% by each hour or fraction of delay if both personal and equipment is available and the service does not begin in sixty minutes, in case of mooring, or thirty minutes, for unmooring and shifting alongside, after the hour confirmed by the port authority, being the time counted since the moment both personal and equipment were available and at the disposal of the requester until the moment the service begins.

2- Should personnel and / or the equipment arrive more than thirty minutes later than the scheduled time confirmed by the port authority, the mooring tariffs will be decreased in 10%.

3- If the personnel and / or the equipment remain in service beyond two hours after the start of each operation, an additional tariff equivalent to 25% of the service tariff due will be charged, for each indivisible hour of delay.

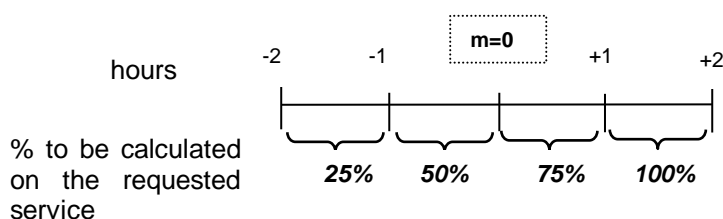
Article 22.

Withdrawal and changing on the mooring and unmooring service' request

1- The mooring and unmooring services' requests may be cancelled or changed, ever since the responsible entity is previously informed at least with a two-hour advance regarding the scheduled time.

2- If the mooring and unmooring services' withdrawal or changing isn't taken into effect according to that has been prescribed in the previous number, a tariff will be charged on the concerning service, as shown below:

- a) Notice given in advance with less than 2 hours and more than 1 hour, regarding the scheduled time: 25%;
- b) Notice given in advance with less than 1 hour regarding the scheduled time on the last request: 50%;
- c) Notice given till the limit of 1 hour after the scheduled time: 75%;
- d) Notice given over the limit of 1 hour after the scheduled time: 100%.



in which,

m = manoeuvre's scheduled time

3- The service will be automatically cancelled whenever it doesn't start until a two hours maximum and the resources available, after the scheduled time, being thus integrally paid.

CHAPTER VI PASSENGER

Article 23.

Passengers Traffic dues

1- By each passenger of outbound and coasting shipped or landed at the port facilities is due a fee of € 3,3264.

2- For the use of port facilities by passengers in transit is due, per passenger, a fee of 60% of the value mentioned on nº1.

3- For the use of port facilities by passengers of costal traffic is due, per passenger, a fee of 40% of the value mentioned on nº1.

4- For the use of port facilities by passengers belonging to non coastal maritime touristic, is due, per passenger, a fee of 10% of the value mentioned on nº1.

5- For the use of port facilities by passengers of fluvial and local traffic connected to the public transportation is due a fee of 5% of the price of the ticket.

Article 24.

Exemptions

The passengers of the ships at regular liner service are exempt from the Passengers Traffic Dues.

CHAPTER VII STORAGE

Article 25.

Storage dues

1- The storage tariff is due for services rendered to cargo, namely for the occupation of open and covered areas, warehouses and deposits.

2- The cargoes that remain deposited in wagons or in any other vehicles that transport them are subjected to the legal storage due correspondent to the area occupied by wagons or vehicles, during the period in which these remain inside the port premises.

3- For the effect of application of this tariff, time counting starts on the day of occupation of the space and ends on the day in which it becomes free of cargoes and vehicles, considering the time to be continuous in case of transference of the storage place.

4- The dues established in the following articles fall upon the totality of the space occupied, and areas, volumes and minimum weights may be determined by APS, SA for invoicing purposes.

Article 26.

Open and covered storage

1- For the storage of cargoes in open and covered areas, in embankments or warehouses, without prejudice to the provisions of the subsequent numbers, the following rates are due, per square meter and indivisible 24-hour period:

Time periods	Open area (EUROS/m ² /day)	Covered area (EUROS/m ² /day)	Warehouses (EUROS/m ² /day)
On the first 2 days	Free	0,0270	0,0540
From the 3 th till the 10 th day	0,0135	0,0270	0,0540
From the 11 th till the 30 th day	0,0406	0,0810	0,1621
On the 31 st day and following	0,0810	0,1621	0,3243

2- The following rates are due, per unit and indivisible 24-hour period, for storage of containers in embankments and terminals:

Time periods	Container ≤20' (Euros/day)	Container > 20' (Euros/day)
On the first 2 days	Free	Free
From the 3 th till the 10 th day	0,1351	0,2703
From the 11 th till the 30 th day	0,2703	0,5405
On the 31 st day and following	0,8108	1,6217

3- The following rates are due, per unit and indivisible 24-hour period, for storage of ro-ro cargo units in embankments and terminals:

Time periods	Cars (Euros/day)	Trucks and trailers (Euros/day)
On the first 2 days	Free	Free
From the 3th till the 10th day	0,8108	1,6217
From the 11th till the 30th day	1,6217	3,2432
On the 31st day and following	4,8649	9,7297

4- The dues mentioned in the previous number are applied from the date of entry into the park until the date of its withdrawal.

5- For the storage of containers and ro-ro units in sheltered areas (sheds or shelters) double dues of those set on nº 2 and 3 shall be charged, without any exemption, considering the first charging period extensive to the free days foreseen for uncovered storage.

6- For the storage of containers and ro-ro units in warehouses quadruple dues of those set on nº 2 and 3 shall be charged, without any exemption, considering the first charging period extensive to the free days foreseen for uncovered storage.

7- APS, SA may reserve open or covered areas, under special conditions to be determined, in which a rate per square meter based on the category of the cargo, type of space and time of storage will be due.



**ANNEX A
TOWAGE DUE APPLICABLE TO VESSELS WITH A LENGTH OVERALL (LOA)
UP TO 140 METERS**

**Article 1.
Towage due**

1- The towage due is structured by Gross Tonnage (GT) of the towed vessel and the type of manoeuvre and charged by tug and by indivisible hour, according to the following table:

(EURO)

GT classes		Inward and mooring or Anchoring up and mooring	Inward and anchoring or Anchoring up and outward	Unmooring and anchoring or Unmooring and outward	Shiftings	Trials	Shifting alongside
Cl.	GT						
1	Until 999	226,8492	226,8492	226,8492	226,8492	226,8492	226,8492
2	1.000 to 1.449	284,5932	284,5932	284,5932	284,5932	284,5932	284,5932
3	1.500 to 2.499	329,9672	329,9672	329,9672	329,9672	329,9672	329,9672
4	2.500 to 2.999	400,0812	400,0812	400,0812	400,0812	400,0812	400,0812
5	3.000 to 3.999	414,8525	414,8525	414,8525	414,8525	414,8525	414,8525
6	4.000 to 4.999	441,3284	441,3284	441,3284	441,3284	441,3284	441,3284
7	5.000 to 9.999	536,1928	536,1928	536,1928	536,1928	536,1928	536,1928
8	10.000 to 20.000	705,2981	705,2981	705,2981	705,2981	705,2981	705,2981
9	≥ 20.000	824,9441	824,9441	824,9441	824,9441	824,9441	824,9441

2- The services shall be requested by the established methods, with a minimum of 2 hours in advance and confirmed according to the existent standards.

**Article 2.
Conditions applicable for the provision of towage services**

1- The tariffs of towage services shall be surcharged in 50% if the tugboats are available and the service doesn't begin in the next sixty minutes or, in case of unmooring, in the next thirty minutes after the hour confirmed by the port authority.

2- Should the tug boats arrive more than thirty minutes later than the scheduled time confirmed by the port authority, the towage tariff will be decreased in 10%.

3- If the ship towed manoeuvres using exclusively the bollard pull of the tug boats, the tariffs shall be increased by 50%.

4- If the tugboat is used for regulate and compensate the needles compensation and flow handle, the applicable tug dues shall be surcharged in 25%.

5- If the tug services are required due to broken or ripped moorings caused by the vessels, the applicable tug dues shall be 100% surcharged.

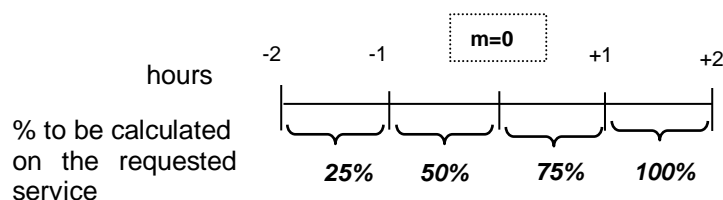
Article 3.

Withdrawal and changing on the towage service' request

1- The towage services' requests may be cancelled or changed, ever since the responsible entity is previously informed at least with a two-hour advance regarding the scheduled time.

2- If the towage services' withdrawal or changing isn't taken into effect according to what has been prescribed in the previous number, a tariff will be charged on the concerning service, as shown below:

- a) Notice given in advance with less than 2 hours and more than 1 hour, regarding the scheduled time: 25%;
- b) Notice given in advance with less than 1 hour regarding the scheduled time on the last request: 50%;
- c) Notice given till the limit of 1 hour after the scheduled time: 75%;
- d) Notice given over the limit of 1 hour after the scheduled time: 100%.



in which,

m = manoeuvre's scheduled time

3- The service will be automatically cancelled whenever it doesn't start until a two hours maximum and the resources available, after the scheduled time, being thus integrally paid.

Article 4.

Counting of ship manoeuvre time for invoicing purposes

1- Time starts to be considered/counted for the application of dues as soon as the equipment arrives the place where the services are to be rendered, or since the hour the service was scheduled to start, whenever it is delayed for any reason not attributed to the tugs. On the other end, the counting of time ends after the conclusion of the operation with the dismissal of the last tug.

2- The counting time is interrupted by reasons of breakdown or other causes that prevent the equipment from working.



**ANNEX B
TOWAGE DUE APPLICABLE TO VESSELS WITH A LENGTH OVERALL (LOA)
OVER 140 METERS**

Article 1.

Towage due

1- The towage due is applied by vessel and by tug, including inward (or heaving up) and berth and unmooring and outward (or anchor), according to the following table:

(EURO)

Type of manoeuvres	Rate
Inward (or anchoring) and mooring and unmooring and outward (or anchoring)	4.000,00

2- For the use of tugs in other services and/or other services provided on port not mentioned above, the following rates are due, per tug and per period of time:

(EURO)

Tug boat (per hour)
2.000,00

3- For the use of tugs in periods under order is the following rates are due, per tug and per period of time:

(EURO)

Tug boat (per hour)
1.000,00

4- The requester must inform, by the established methods, the need of the services with a minimum of 24 hours advance.

5- The services must be requested, by the established methods, with a minimum of 16 hours in advance for inward (or heaving up) and berth manoeuvres and 2 hours in advance for unmooring and outward (or anchor) manoeuvres and confirmed according to the existent regulations.

Article 2.

Conditions applicable for the provision of towage services

1- Under order time shall be charged to the towage tariff whenever, despite the tugs are available, the service does not begin on the next sixty minutes or, in case assistance is being paid to unmooring, in the next thirty minutes after the hour confirmed by the port

authority, being the time counted from the time the equipment is available to the requester to the starting time of the service.

2- Should the tug boats arrive more than thirty minutes later than the scheduled time confirmed by the port authority, the towage tariff will be decreased in 25%.

3- If the ship towed manoeuvres using exclusively the bollard pull of the tug boats, the tariffs shall be increased by 50%.

4- If the tugboat is used for regulate and compensate the needles compensation and flow handle, the applicable tug dues shall be surcharged in 25%.

5- If the tug services are required due to broken or ripped moorings caused by the vessels, the applicable tug dues shall be 100% surcharged.

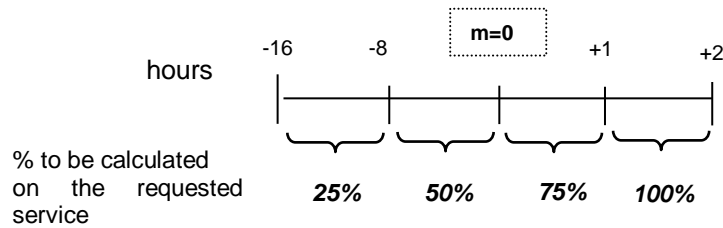
Article 3.

Withdrawal and changing on the towage service' request

1- The request of tug services of inward (or heaving up) and berth can be cancelled or changed by a minimum of sixteen hours' notice in relation to the hour established on the last request.

2- Should the tug services be cancelled or changed for inward (or heaving up) and berth breaching the condition of the previous paragraph, a due corresponding to a percentage on the service cancelled or changed shall be charged, according to the next table:

- | | | |
|----|---|-------|
| a) | Notice given in advance with less than 16 hours and more than 8 hours, regarding the scheduled time on the last request | 25%; |
| b) | Notice given in advance with less than 8 hours regarding the scheduled time on the last request: | 50%; |
| c) | Notice given till the limit of 1 hour after the scheduled time: | 75%; |
| d) | Notice given over the limit of 1 hour after the scheduled time: | 100%. |



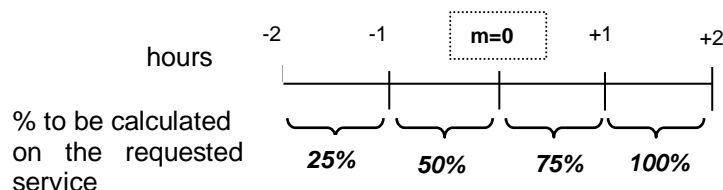
in which,

m = manoeuvre's scheduled time

3- The request of tug services for unmooring and outward (or anchor) can be cancelled or changed by a minimum of a two hours' notice in relation to the hour displayed on the last request.

4- Should the tug services be cancelled or changed for unmooring and outward (or anchor) breaching the condition of the previous paragraph, a due corresponding to a percentage on the service cancelled or changed shall be charged, according to the next table:

- a) Notice given in advance with less than 2 hours and more than 1 hour, regarding the scheduled time on the last request : 25%;
- b) Notice given in advance with less than 1 hours regarding the scheduled time on the last request: 50%;
- c) Notice given till the limit of 1 hour after the scheduled time: 75%;
- d) Notice given over the limit of 1 hour after the scheduled time: 100%.



in which ,

m = manoeuvre's scheduled time

5- The service will be automatically cancelled whenever it doesn't start until a two hours maximum, after the scheduled time on the last request, being thus integrally paid.

Article 4.

Counting of ship manouevre time for invoicing purposes

1- Time starts to be considered/counted for the application of dues as soon as the equipment arrives the place where the services are to be rendered, or since the hour the service was scheduled to start, whenever it is delayed for any reason not attributed to the tugs. On the other end, the counting of time ends after the conclusion of the operation with the dismissal of the last tug.

2- In tariffs based on time, the services that exceed an hour will be charged for indivisible periods of half an hour.

3- The counting time is interrupted by reasons of breakdown or other causes that prevent the equipment from working.