



**SCHEDULE OF CHARGES
PERTAINING TO THE
FJARÐABYGGÐ HARBOUR FUND**

In effect as of 1 January 2015

General provisions

Article 1

This tariff or Schedule of Charges is issued for the Fjarðabyggð Harbour Fund as authorised by Article 17 of the Act on Harbours, No. 61/2003, as subsequently amended.

Charges related to vessel size

Article 2

The basis for determining fees relating to vessel size shall be the ship's gross tonnage according to its International Tonnage Certificate, issued in accordance with the International Convention on Tonnage Measurement of Ships, 1969.

Article 3

The relevant fees must be paid to the Harbour Fund for any vessel which enters port limits and receives port services.

Vessel dues

Article 4

Tonnage dues

Tonnage dues of **ISK 13.62 per nnit**, based on Article 2, must be paid for each ship, though never more often than twice a month.

Dock dues

Dock dues must be paid for every ship berthing at a pier or quay, under the following terms:

A docked vessel must pay **ISK 3.30 per nnit** for each commenced 12-hour period that the vessel is moored, calculated however for no more than 26 such periods per month.

It is permissible to levy tonnage and dock dues on fishing vessels and smaller-sized boats as a monthly fee of **ISK 90 per nnit**, though never under **ISK 9,732 a month**.

Boats smaller than 20 GT, however, shall never pay less than **ISK 6,034 per month**.

Sailing and pleasure boats entering a harbour shall pay **EUR 58 for each commenced week there**.

Wharfage fees

Article 5

A wharfage fee must be paid for all goods that are transferred from shipboard to land, or from land to shipboard, or that are transshipped within harbour limits, though noting the exemptions mentioned below. The carrier shall submit to the port a cargo declaration and all other documentation necessary for the charging of wharfage fees.

Article 6



In the case of goods which are being placed on land temporarily and, according to the ship cargo declaration, are destined for a foreign port, the wharfage fee shall be paid only when these goods are being discharged.

In the case of goods which are being placed on land temporarily and, according to the ship cargo declaration, are destined for a domestic port, only half of the wharfage fee shall be paid when the goods are being discharged.

Article 7

Half of the wharfage fee shall be paid for goods that are delivered onto a ship when these goods are destined for other domestic ports.

Half of the wharfage fee shall be paid for goods which are arriving from other domestic ports and being placed on land.

In the case of goods which (according to the ship cargo declaration) are being put onto a ship and are destined for a foreign port, the full wharfage fee shall be paid even when the goods will be transiting through another port.

Article 8

The following goods are entirely exempt from wharfage fees:

- a) Packaging that is being returned, such as empty herring barrels, etc.
- b) Provisions, fuel and oil, and other necessities for the vessel's own use.
- c) General mail items.
- d) Waste which is being transported for disposal.
- e) No wharfage fee is to be paid on the vehicles or luggage of tourists, provided the owners are travelling in the same vessel.

Article 9

The wharfage fee shall be calculated according to weight or value, including packaging, and shall be calculated separately for each consignment. The vessel's cargo declaration shall be used for calculating the wharfage fee, with the captain or ship's agent providing a copy of the declaration to the port. Should no cargo declaration be available, the captain shall give an oath of honour on the quantities of goods loaded or unloaded from her/his ship. If the harbour master feels there is a reason, s/he may at any time have the quantity of goods determined in the manner s/he finds most convenient. If the quantity of goods proves more than was indicated, the owner of the cargo shall pay the cost.

Should a consignment without itemisation contain more than one type of goods, the wharfage fee calculations shall be based on the type for which the highest fee is due.

Article 10

Goods shall be categorised for wharfage fees according to the Wharfage Fee Schedule, paying the fees stated there.

Wharfage Fee Schedule, by goods category (Cat.):

Cat. 1: ISK 275 per tonne

Coal, grain in bulk, salt, pumice, diatomite, alumina, aluminium, petrol (gasoline), fuel oil, algae meal, cement, fertiliser, and waste transported for recycling.

Cat. 2: ISK 447 per tonne

Fish oil and fish meal.



Cat. 3: ISK 531 per tonne

Heavy wares, such as sacked goods, unprocessed iron and steel, fishing gear, lubricants, marine products, agricultural products, and raw materials for industry and construction. Packaged and preserved foodstuffs, non-alcoholic beverage products, and fruit.

Cat. 4: ISK 1,164 per tonne

Other goods not listed in Categories 1-3.

A discount of up to 50% is given for transporting industrial machinery within Iceland. No wharfage fee is paid on tourist vehicles, provided the owners are travelling in the same vessel.

Cat. 5: 1.26% of total catch value

Marine catches, including fish and fry from aquaculture pens, which are set on land or into vessels in the harbour area to be processed or transported elsewhere. This fee shall be calculated based on the total value of the catch.

The fee for frozen catch in freezer trawlers and for farmed fish shall be calculated as 0.70% of the total catch value according to the Harbours Act.

For salted fish, the fee shall be calculated on the basis of twice its weight, and the fee for containerised fish calculated on its estimated total price.

As soon as a sale is concluded, the purchaser of the catch is required to submit a report to the harbour master on the catch sold, for instance a copy of the catch report for the Directorate of Fisheries. A catch fee becomes due as soon as the catch has been landed.

The purchaser has the obligation to pay the fee.

The maximum fee under this item shall be **ISK 5,526 per tonne**.

The minimum fee in any of these categories shall be **ISK 200**.

Lease of container yards – storage area

Article 11

Rent for container area shall be as follows:

Storage on gravel lot **ISK 30 per m² per month**

Storage on asphalt lot **ISK 83 per m² per month**

Rent for storage area shall be as follows:

Storage fee for 20-foot container per month **ISK 2,173**

Storage fee for 40-foot container per month **ISK 4,345**

Storage fee for seine and trawl nets in the storage area is the same as for a 40-foot container per month.

Storage of fishing gear on the quay. Free for the first week, then **ISK 3,557 per 24-hour period**.

Facilities for hauling boats onto the quay **ISK 6,889 fixed fee per time/week**.

A separate payment according to this Schedule of Charges is collected if electricity is used. The minimum fee for storage in the storage yard corresponds to the fee for a 20-foot container.



Waste collection

Article 12

The captain or owner of a vessel that intends to unload waste, cargo residue, oil residue or polluting materials must request the assistance of an accredited service provider that the port has approved to handle the receipt and disposal of the above waste from vessels in the port's harbour area. The captain, owner of the vessel or service provider must, without fail, submit a completed form to the port stating the volume and type of waste brought on land.

For vessels to which the provisions of Article 11c of Act No. 33/2004 on Marine and Coastal Antipollution Measures do not apply, such vessels shall pay the service provider for the cost of receiving and disposing of waste. In the event that the port is responsible for the receipt and disposal of general waste, the service must be paid for in accordance with this Article for each cubic metre. In the event that the port is responsible for the receipt of hazardous waste or special waste involving greater cost than that of general waste, the party must pay any resulting cost.

For vessels to which the provisions of Article 11c of Act No. 33/2004 on Marine and Coastal Antipollution Measures apply, such vessels shall pay as follows:

- a. **Waste fee:** On the arrival of the vessel to port, the vessel shall pay ISK 0.70 per gross tonnage. This fee is to cover the port's supervision and administration in the receipt of waste. The minimum fee according to this Item is ISK 5,000, and the maximum fee is ISK 45,000.
- b. **Waste fee:** The fee pursuant to Item a may decrease if the environmental management, design, equipment and operation of a vessel is such that the captain can provide evidence that less waste is generated on board. In such case, the fixed fee is ISK 0.35 per gross tonnage. The minimum fee according to this Item is ISK 5,000, and the maximum fee is ISK 22,500.
- c. **Waste fee:** Ships and boats that dock more often than four times per calendar year pay in accordance with Item b for their fifth arrival and for arrivals thereafter during the year.
- d. **Waste fee:** Ships and boats that are less than 60 m in length, are not subject to pilotage and have a home port in the ports of Fjarðabyggð shall pay a fixed monthly fee for the port's surveillance and administration as regards the receipt of waste. The monthly fee is ISK 5,000 per month.
- e. **Disposal fee:** In the event that a captain or owner of a vessel requests disposal of waste from the vessel, he must contact a recognised receiving entity according to the recommendation of the port or request that the port handle receipt of the waste. The port's minimum fee for the receipt of waste is ISK 10,000 per cubic metre, and the minimum fee to be paid is for one cubic metre. If the captain or the vessel's owner chooses to request the services of an accredited entity, he pays the cost of such service. The captain and/or owner of a vessel is responsible for completing a form detailing the volume and type of waste that is delivered to the port. Failure to do so can lead to the vessel being reported to the Environment Agency of Iceland.
1. **Disposal fee:** Vessels exempt from payment duties according to Item 1 of the second paragraph of Article 17 of the Harbour Act must nevertheless pay for the receipt and disposal of waste if requesting the services of the port or an accredited receiving entity.
- f. **A captain** or owner of a vessel who has been granted an exemption from the Environment Agency of Iceland as regards the disposal of waste or submission of



notifications pursuant to Articles 2 and 3 of this Schedule of Charges must present a valid confirmation to such effect.

Pilotage fees

Article 13

Pilotage fees are to be paid according to the following schedule of charges:

- a) For pilotage into a harbour, berthing facilities or an anchorage - **ISK 3,913** per vessel, in addition to **ISK 6.30 per gross tonne**. The same fee shall be paid for pilotage from berthing facilities or from an anchorage to outside of the harbour.
- b) For pilotage within a harbour, the payment shall comprise half of the charges under Item a.

If the captain has a pilot's licence, as determined by the Port Authority, and no pilot goes on board, a discount of 25% is subtracted from pilotage fees.

Tugboat services

Article 14

The hourly rate for tugboat assistance is based on the gross capacity of the ship. For a ship **under 20,000 GT it is ISK 8.9 per gross tonne** and for a ship **exceeding 20,000 GT it is ISK 10.8 per gross tonne**. For each vessel, the minimum hourly rate is **ISK 39,975** and the maximum hourly rate is **ISK 267,002**. The minimum time charged for assistance is one (1) hour.

When a tugboat is escorting a ship in or out of a harbour for safety purposes, half of the fee is charged, though never under **ISK 39,975 per hour**.

Half of the hourly fee is charged for the time that a tugboat is cruising to and from locations outside the harbour.

Tugboat waiting time is charged at half rate, though never under **ISK 39,975 per hour**.

For moving ships within a harbour, rates are discounted by 10%.

The charge for transferring a pilot is **ISK 39,975 per hour**, with the minimum time charged being one (1) hour.

Any other transport is charged by the minimum hourly rate according to the Schedule of Charges.

The charge for any extra person on a pilot boat outside of harbour is **ISK 13,520 per hour**.

If a tugboat transfers the pilot and also assists the ship, the pilot transfer fee is waived.

Any other assistance shall be as agreed in each case.

Mooring and unmooring charges

Article 15

Mooring and unmooring charges per visit of each vessel served: **ISK 9,207**. If more than one linesman is used for the service, the charge for each extra person is **ISK 9,207**.

Fresh water supply

Article 16

Fresh water charges

Cold water: **ISK 213/m³**



The minimum charge is for **15 tonnes**.

Boats in their home port, per month: **ISK 6,914**.

For service outside of daytime working hours: **ISK 5,742 per hour**, with a minimum call-out time of 4 hours.

Weighbridge charges

Article 17

Ordinary weighing: **ISK 139 per tonne**

Minimum charge for a single weighing/unloading: **ISK 807**

Weighing during daytime working hours: **ISK 3,639 per hour**

Weighing during overtime hours: **ISK 5,742 per hour**

Weighing a transport vehicle: **ISK 1,411 per weighing**

Electricity supply

Article 18

Containers **ISK 16.25 per kWh**

To ships **ISK 16.25 per kWh**

Meter rental **ISK 4,528 annually**

Charge for connecting outside of daytime working hours: **ISK 5,742 per hour**, with a minimum call-out time of 4 hours.

Receiving ships subject to the ISPS Code

Article 19

Security charge for each vessel arrival: **ISK 32,019**

Security patrol per watchman during daytime working hours: **ISK 3,639**

Security charge per watchman during overtime hours: **ISK 5,742**

Passenger charge: **ISK 59 per passenger**

Collection and payment of charges

Article 20

Should charges not be paid by the proper due date, the calculation of penalty interest on the amount overdue is provided for by Article 6 of Act No. 38/2001, on Interest and Price Indexation.

Article 21

A vessel's captain and owner bear responsibility for paying any charges that must be paid to the Fjarðabyggð Harbour Fund on account of their vessel. Upon arriving in harbour, the captain is obligated to submit information on the vessel to the harbour master, in compliance with provisions of the fifth paragraph of Article 33 of Harbour Regulation No. 326/2004, as well as to hand over certificates to the harbour master on the vessel's flag state and registration, should the harbour master demand this due to insufficient information from the captain, with the Harbour Fund having the right to retain these certificates until any fees have been paid. Any resulting delays and losses are solely at the responsibility and cost of the party paying the accrued fees.



Any accrued fees must be paid before the vessel leaves harbour, and no captain can expect service for her/his vessel from the Area Police Commissioner or Directorate of Customs without demonstrating by certification from the harbour master that s/he has paid every fee to the port.

Article 22

The wharfage fee shall be paid on all goods which are unloaded, transported or handed over, or which arrive in any manner by sea or land inside the harbour limits. The wharfage fee is considered to be owed by a vessel before it begins its voyage, unless specifically negotiated otherwise. The carrier is responsible for the wharfage fee and shall be accountable for any goods which are handed over without payment of the wharfage fee.

If goods are moved from one vessel to another, the one unloading them shall be the one to pay the wharfage fee.

The wharfage fee on goods coming into the harbour becomes due when the vessel transporting the goods arrives in the harbour, while the wharfage fee on goods transported from the harbour becomes due when the goods have entered the vessel. The captain and ship's agent are not authorised to hand over the goods until the fee has been paid.

Article 23

All fees according to this Schedule of Charges are subject to enforcement at any time following a court ruling.

Vessel dues shall be guaranteed through a statutory lien on the respective ship or an insurance lien, with every such lien having precedence for two years over contractual liens, cf. the provisions of the second paragraph of Article 21 of the Harbours Act, No. 61/2003.

The Fjarðabyggð Harbour Fund is authorised to demand additional guarantees for paying accrued fees, should there seem to be any reason for doing so.

Article 24

All fees in this Schedule are exclusive of value-added tax. However, the Fjarðabyggð Harbour Fund is required to collect value-added tax on all of the charges in this Schedule, cf. Item 3 of Article 3 of the Value-Added Tax Act, No. 50/1988, as subsequently amended.

Entry into force

Article 25

This Schedule of Charges for the Fjarðabyggð Harbour Fund was approved by the Fjarðabyggð Port Authority on 9 December 2014, in keeping with the Harbours Act, No. 61/2003, and Article 37 of the Harbour Regulation, No. 326/2004.

The Schedule of Charges shall take effect on 1 January 2015 and is issued for the guidance of all concerned.

At the same time, the Fjarðabyggð Harbour Fund's Schedule of Charges of 1 January 2014 shall expire.

Fjarðabyggð municipality, 19 December 2014

Páll Björgvin Guðmundsson

Confirmed by the Port Authority, 9 December 2014

Confirmed by the Executive Council of Fjarðabyggð, 15 December 2014

Confirmed by the Municipal Council of Fjarðabyggð, 18 December 2014