Port Tariff 2027

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A fee according to this tariff applies within the area of operation of Piteå Hamn AB and the railway infrastructure managed by the Municipality of Piteå.

The invoiced amount must reach the Port of Piteå no later than 30 days after the invoice date. Penalty interest is charged under the Interest Act.

A. VESSEL DUES

Vessel dues are calculated in Swedish kronor (SEK) per unit of gross tonnage (GT). Vessel dues are charged, unless otherwise stated, each time a ship calls at the Port of Piteå.

1. VESSEL DUES

1.1 **Vessel due**

A vessel due is payable in the following amount per gross tonne (GT) each time the vessel calls at the port.

Price per GT	Short sea shipping	Non-short sea shipping	Scheduled services*	Shipping through the Pitsund
Vessel due	SEK 5.77	SEK 5.82	SEK 4.49	SEK 4.84
Vessels complying with Implementing Regulation (EU) 2022/91 **	SEK 5.72	SEK 5.77	SEK 4.44	SEK 4.84
The vessel due includes a waste fee, excluding scrubber.	SEK 1.73	SEK 1.73	SEK 1.73	

* Definition of scheduled service: a vessel arriving at a regular scheduled calling time at least weekly from Monday to Friday. For an assessment of scheduled services, contact the Port of Piteå before the service commences.

** A reduction in vessel due of SEK 0.05 will be granted if an approved certificate is presented in accordance with Implementing Regulation (EU) 2022/91. Vessels passing through the Pitsund cannot obtain a reduction in vessel due.

For vessels with dual bills of measurement, dues will be charged according to the highest gross tonnage.

2. ICE SUPPLEMENT

During the period of harbour icing, when the port at the same time keeps icebreakers in operation or on standby for the fairway up to the area of operation of the port, an ice supplement will be charged. An ice supplement of 100% will be added to the vessel due in accordance with A1.1.

* Ice supplement is payable for scheduled services

3. LAY-DAY FEE

Lay-day fee	Price per metre/day
Per metre of LOA and day or part thereof	SEK 65

A lay-day fee will be charged for vessels that

- arrive at the port earlier than is normally required for commencement of discharging/loading,
- after completion of discharging or loading, stay longer than is required for preparation for going to sea and other routine preparations.

4. EXCEPTIONS

Vessels belonging to the Swedish State, tugs towing barges, subject to payment of vessel due and vessels calling in an emergency are exempt from vessel dues.

The time limit for state-owned vessels and tugs is one day. The time limit for emergency calls is three days. Full vessel dues will then be charged. A lay-day fee will be charged after a further three days.

5. ENVIRONMENTAL DISCOUNTS

An environmental discount will be granted provided the vessel has been registered in accordance with the provisions for ESI (www.environmentalshipindex.org) or CSI (www.cleanshippingindex.com).

The following apply in addition to the port vessel dues in accordance with the Port of Piteå price list for the calling of vessels:

5.1 ESI

Vessels with an ESI score of at least 30 or having at least 4 CSI stars will be granted a discount of 10% on the vessel dues based on GT.

5.2 Fossil-free fuel

Vessels using fossil-free fuels when calling at the port will receive a 20% discount on the vessel due based on GT.

5.3 Scheduled services

Scheduled services making use of an existing shore power connection or where the vessel is supplied with electricity from its own battery pack for the time at quay will receive a 20% discount on the vessel due.

The above environmental incentives can be combined for scheduled services to give a maximum level of discount equivalent to 30%.

Notice of registration of calling and fulfilment of the above conditions must be submitted no later than 24 hours before calling at the port through the agent portal in Port.

B. CARGO DUES

6. CHARGE FOR GOODS

6.1 **Cargo due**

Cargo dues will be charged in the amounts stated below for goods discharged or loaded within the area of operation of the Port of Piteå. The charge will be calculated per 1000 kg, unless otherwise stated in the tariff. Charge in SEK.

6.2 Normal tariff

	Cargo groups		**Unit**	**Unit price (SEK)**	**Volumetric weight**
1	Cargo non-specified		tonne	25.00	1 000
2	Sawn timber products	Solid volume m³	cu.m	4.75	550
	Pulpwood	Solid volume m³	cu.m	6.00	850
	Sawn timber	Solid volume m³	cu.m	6.00	850
	Woodchip, sawdust, firewood	Solid volume m³	cu.m	4.61	370
3	Kraftliner		tonne	10.26	1 000
	Paper pulp		tonne	10.26	1 000
	Chipboard		tonne	10.26	1 000
	Recycling paper		tonne	3.87	1 000
	Wood pellets		tonne	8.20	1 000
4	Cereals, feedstuff		tonne	8.33	1 000
5	Limestone, sand, shingle, cement, gravel		tonne	7.75	1 000
6	Pig iron, iron scrap, bars strips of iron or steel		tonne	8.20	1 000
7	Chemicals in bulk or in sacks		tonne	10.57	1 000
8	Goods in unopened container or other load carrier		per TEU	191.00	Loaded
	Supplement for cargo containing **dangerous goods**		per TEU	64.00	Loaded
9	Light vehicles (cars, caravans, motorhomes)		each	90.00	each
10	Heavy vehicles		each	191.00	each
11	House modules		each	156.00	each
12	Diesel, technical diesel, heating oils		tonne	16.03	1 000
	Tall oil, RTD, other class 3 cargo		tonne	16.03	1 000
	Petrol, Ethanol		tonne	21.64	1 000
	Petroleum gases		tonne	33.25	1 000

6.3 **Product lines**
There is additional payment for trained and certified safety personnel for the use of Port of Piteå's product lines according to B.6.2, cargo group 11. If emptying and cleaning of a line is required, a charge will be made.

6.4 **For transhipment of non-seaborne goods**
Port dues in accordance with point B CARGO DUES will be charged for transshipment of non-seaborne goods within the port area, from one landside mode of transport to another.

6.5 **Empty container, platform or other load carrier**
An empty container, platform or other load carrier intended as a means of transport will be exempt from payment of cargo dues.

C. WASTE REGULATIONS

Piteå Hamn AB will levy charges for reception of waste from vessels through an environmental supplement in accordance with Swedish legislation and TSFS 2023-15. The charge is to cover the cost of normal quantities of waste (sludge and bilge water containing oil as well as solid waste). Piteå Hamn AB is entitled in addition to charge separately for additional costs beyond the conditions stated below.

The responsible person on the delivering vessel, as well as masters of vessels and drivers of vehicles receiving engine-room waste, are obliged within their respective areas of activity to take all necessary safety measures to prevent engine-room waste being released into water or ashore.

7. DELIVERY OF OIL RESIDUES AND WASTE FROM SHIP ENGINE ROOMS

7.1 **Where the waste must originate from**
The waste must originate from ships berthed at the Port of Piteå's own quays.

7.2 **Oil residues and waste**
Oil residues and waste arising normally in ship engine rooms can be delivered under the following conditions (normally means what can be accommodated in the keel below the engine room, sludge and bilge tanks):

The waste must have arisen during the vessel's voyage from the previous port in the vessel's normal operation, and the quantity of waste must be in proportion to the size of the vessel. It must be possible for a copy of a waste declaration from the previous delivery point to be presented.

The waste consists of water, petroleum hydrocarbons and such additives as are normally contained in waste from heating and lubricating oils. The waste must therefore be free of foreign substances such as PCBs, chlorine, solvents and detergents.

7.3 **Ordering**
An order for delivery must be placed at least 24 hours before delivery is intended to take place. This is registered through the agent portal in Port.

7.4 **Pump**
The vessel must be able to pump waste with its own pump and the connection for delivery of engine room waste must be to international standard with outlets on deck. The pressure in the line between vessel and shore reception facility must not exceed 0.5 MPa (5 kp/cm2), and the delivery capacity must not be less than 5 m³/hour.

7.5 **Delivery must take place to a sludge truck.**
Delivery must take place to a sludge truck. The waiting time for collection by a sludge truck is 15 minutes including connection.

7.6 **The delivering vessel must provide personnel for:**
- Connection and disconnection on board of hoses between the vessel and the reception facility.
- Acting as a guard on board throughout the time when delivery is in progress.

7.7 **Barrels**
When the waste is delivered in barrels, these must be set up by the vessel's crew at a place designated by the port. The barrels must be free of defects and tightly sealed and be durably marked with their contents and the name of the vessel.

7.8 **Waste declaration**
The waste declaration must accompany the waste to the receiving company.
In the case of collection by truck, the declaration should be handed to the driver of the truck.

7.9 **Flash point**
The flash point of the waste must not be below 60ºC or otherwise be of such a nature as to lead to dangerous goods.

7.10 **Ballast water containing oil will not be accepted.**
Ballast water containing oil will not be accepted.

8. SHIP-GENERATED DOMESTIC WASTE

8.1 Ship-generated domestic waste
Ship-generated domestic waste should be separated according to an established waste plan and left free of charge at the designated site for refuse in the port area. Details of handling are presented in the brochure "Waste Management", Piteå Hamn AB.
Document | Port of Piteå