



Puerto de Cartagena



Autoridad Portuaria de Cartagena

PORT RATES

EFFECTIVE AS OF 1ST JANUARY 2010 *

RATES FOR THE SPECIAL USE OF PORT FACILITIES

- A) For vessels and crafts: Vessel rate and rates for recreational craft and pleasure-boats.
- B) For passengers and vehicles under passenger regime: Passenger rate.
- C) For goods: Good rate.
- D) For fishing vessels and fresh fishing: Fresh fishing rate.

ARTICLE 21. VESSEL RATE.

5. Rate Quota:

I. Mooring or anchoring in Area I or in port waters:

- a) Moored alongside berth 1,5610 €/100 GTxh
- b) Moored lengthways, side by side and anchored 1,4173 €/100 GTxh

II. Mooring or anchoring in Area I or in port waters based on concession or authorisation:

- a) Moored or anchored with water space based on concession or authorisation 0,9756 €/100 GTxh
- b) Moored without water space based on concession or authorisation 1,0783 €/100 GTxh

- The stay period shall be calculated according one-hour periods or fractions thereof, based on a minimum of three hours per call and a maximum of fifteen hours every 24 hours.

III. Prolonged vessel mooring or stay without water space based on concession or authorisation:

- a) Interior traffic passenger and goods vessel 7,5380 €/100 GT and day
- b) Vessels used for dredging or provisioning 7,5380 €/100 GT and day
- c) Vessels under construction, repair, transformation, and breakage 2,5161 €/100 GT and day
- d) Fishing vessels after unloading at port, vessels subject to temporary fishing bans, vessels lacking licenses and vessels in judicial deposit 1,2529 €/100 GT and day
- e) Vessels standing idle and floating devices 7,5380 €/100 GT and day
- f) Vessels used for the towage, mooring and pilotage services and for other port services 3,7690 €/100 GT and day
- g) Other vessels whose stay exceeds a period of one month 7,5380 €/100 GT and day

(*) Non-Official document. The official amounts corresponding to these rates can be consulted in Law 48/2003, Law 31/2007, Law 51/2007, Law 2/2008 and Correction Coefficient for the year 2009 of the amount of 0,9941 for the vessel, goods, and passenger rate.

- When the stay takes place at quays or berth facilities based on a concession or authorisation, the rate quota shall be 75% of the rate established above, when it occupies water space that is not under concession or authorisation, and 40% when the occupied water space is under on concession.

IV. With regards to mooring solely in Area II or outside port waters or at ports under concession, the rate quota shall be 30% of that established in the previous Sections, except for a) and b) of Section III, in which the rate shall remain constant.

In case of anchorage in Area II, the rate quota shall be 1,2529 Euros/100 GT and day, starting from the fourth day of stay, unless commercial operations have taken place, including provisioning, in which case this amount shall be paid starting from the beginning of the operation.

- The stay period when anchored in Area II shall be calculated separately.
6. According to the number of calls made by vessels that render a service to a specific type of traffic and that are operated by the same shipping company or group of shipping companies with shared operating agreements for their vessels, the rate quota shall be multiplied, prior request of the following coefficients:

From the 1st to the 12th call	1,00
From the 13th to the 26th call	0,95
From the 27th to the 52nd call	0,85
From the 53rd to the 104th call	0,75
From the 105th to the 156th call	0,65
From the 157th to the 312th call	0,55
Starting from call 313th	0,45

- The corresponding concepts shall be specified by Ministerial Order and upon the proposal of the State Ports.
7. With regard to vessels entering a port solely for provisioning, the rate quota shall be 75% of the fixed in Section 5. For the same vessel, at the same port and as of the seventh call during the same calendar year, the rate quota shall be 65 % of the amount established in said Section.
8. With regards to direct access of vessels to dry docks, altars or slipways located in Area I, the rate quota shall be 5,0025 Euros/100 GT, based on a minimum of 100 GT and a single visit. In Area II, said operations shall command a rate quota that is 30% of the former amount.
9. In determining this rate, Council Regulation (EC) No 2978/94 regarding ballast tanks on oil tankers equipped with segregated ballast tanks shall be used, along with Regulation (EC) 417/2002 which revoked the former regulation.

VESSEL DISCOUNTS (Art. 27)

1. In order to promote and consolidate the role of Spain as an international cruise and logistics platform and with the aim of adapting Spanish ports to prevailing international competitive conditions regarding maritime traffic, the following discounts shall be applied:
- a) To the vessel rate:
 - a.1) For cruise vessels that make a prior or subsequent call at a European Union port: 20%
 - a.2) For cruise vessels that make a prior and subsequent call at a European Union port: 30%
 - a.3) For cruise vessels calling at base port: 20%
 - a.4) For vessels belonging to the same cruise company when, calculated together, they make at least 12 calls at base port: 30%

- Discounts a.1) and a.2) are incompatible with each other.
 - Discounts a.3) and a.4) are incompatible with each other.
2. In order to promote intermodal operations and with the aim of promoting the integration of ports into national and international logistic chains and promoting European cabotage, the following discounts shall be applied:
 - a) To the vessel rate:
 - a.1) For vessels rendering a regular service among European Union ports: 20%
 - a.2) For ro-ro vessels rendering a regular service among the European Union ports: 50%. This discount is incompatible with the discount established in a.1).
 4. For reasons of remoteness and insularity, the following discounts shall be applied:
 - a) To the vessel rate:
 - a.1) For passenger vessels under the transport regime and for goods vessels, which render a service between the ports in the Balearic Islands, Canary Islands, Ceuta or Melilla and the European Union Ports: 50%
 - At peninsular ports, this discount shall only be applied when more than half of the goods tonnage is loaded and unloaded at island ports or at Ceuta or Melilla.
 5. In order to encourage better environmental practices, the following discounts shall be applied to the vessel rate:
 - 1.st For vessels that prove compliance with certain conditions concerning their respect for the environment, improving upon the stipulations set out in international regulations and agreements: 3%
 - 2.nd For vessels that prove to have submitted the liquid waste of Annex I of MARPOL 73/78 and in accordance with the provisions set out in Article 87 of said law: 20,00 Euros/ton delivered, based on a maximum amount of 10% of the resulting total once all other discounts have been applied.
 - The above-mentioned conditions and the criteria required in order to apply these discounts shall be determined by Ministerial Order and upon the proposal of the State Ports.
 6. In order to enhance the quality of service provision: a 3% discount shall be applied to the vessel rate, when the shipping company to which the vessel belongs to possesses a service certification that complies with the UNE-EN 45011 Standard or a similar standard.
 - Ministerio de Fomento (The Spanish Development Ministry), upon the proposal of the State Ports, shall approve the service handbooks regarding service quality commitments, quality control systems and verification compliance.
 7. When more than one discount applied to the rate, this shall be carried out in a successive and multiplicative manner.

ARTICLE 23. PASSENGER RATE.

5. Rate quota applicable to each passenger and vehicle under passenger regime:
 - a) At berths and maritime stations that are not under concession or authorisation:

Concept	Euros / Unit
Passenger under the transport regime, upon embarkation or disembarkation	3,5226
Cruise passenger, upon embarkation or disembarkation	4,1490
Motorcycles and two-wheeled vehicles	4,3955
Private automobiles and similar vehicles	10,0541
Buses and vehicles for group transportation	54,0499

- With regard to cruise passengers in transit, the rate quota shall be 2,5161 €/passenger and day. At embarkation or disembarkation port, each passenger shall pay the amount mentioned above and, over the subsequent days to embarkation or prior to disembarkation, each passenger shall pay the rate for passengers in transit.
- When the navigation takes place exclusively in port waters and with regards to local tourist crafts, each embarkation or disembarkation shall command a rate of:

Concept	Euros / Unit
Passenger	0,0719
Motorcycle	1,2529
Automobile	3,1425

- In this case, the rate may be requested based on the simplified estimate regime. The quota shall be established by taking into account the statistical traffic information from the last two years, applying a 30% discount to the quota amount.
- b) With regard to berths and maritime stations granted jointly under concession or authorisation, the rate quota shall be 50% of that established in Section a).
- When maritime stations are solely the subject of concession or authorisation, the rate fee shall be 75% of the established in Section a).
6. For the purposes of this regulation, a passenger maritime station is understood to mean a facility used to provide access for passengers and their luggage and for vehicles under the passenger regime, from land to vessels and from vessels to land.

PASSENGER DISCOUNTS (Art. 27)

2. In order to promote intermodal operations and with the aim of promoting the integration of ports into national and international logistic chains and promoting European cabotage, the following discounts shall be applied:
- b) To the passenger rate quota: for passengers under the transport regime and for vehicles under the passenger regime, transported in vessels rendering a regular service among European Union ports: 20%
4. For reasons of remoteness and insularity, the following discounts shall be applied:
- b) To the passenger rate quota:
 - b.1) For passengers under the transport regime and for vehicles under the passenger regime between a port on the Balearic Islands, Canary Islands, Ceuta or Melilla and a port in the European Union: 60%
7. When more than one discount is applied to the rate, this shall be carried out in a successive and multiplicative manner.

ARTICLE 24. GOODS RATE.

5. Rate quota:
- I. At terminals and other goods handling facilities not under concession or authorisation:**
- A) For goods and transport elements, according to the type of operation being carried out:

- a) When loading or unloading, the quota resulting from one of the following regimes shall be applied:
- a.1) Regime according to groups of goods: the rate quota shall be the result of adding up the amounts obtained according to the following concepts:
- 1.º Goods shall be charged the corresponding amount according to the group to which they belong and in accordance with the provisions established by law:

Concept	Euros / Unit
First	0,4930
Second	0,8524
Third	1,3453
Fourth	2,2594
Fifth	3,1631

- 2.º Boxes, packages, containers, tanks or other containers used for transporting goods:

Type of transport element	Euros / Unit
Container <=20' (including transport platform), truck box ≤ 6 m or platform ≤ 6 m	3,1425
Container > 20' (including transport platform), semi trailer, truck box ≤ 12 m or platform ≤ 12 m	6,2851
Truck Tractor	1,8896
Truck with trailer	9,4277
Other elements	1,5528 €/t

- When the empty transport element is considered a good, the amount corresponding to the relevant group shall be charged and the simplified regime may not be applied.
- a.2) Simplified estimate regime: for goods transported in the transport elements listed below, the quota shall be the result of applying the following amounts to each cargo unit (cu):

Type of cargo unit	Euros / cu
Container <=20' (including transport platform), and truck box ≤ 6 m	34,8146
Container > 20' (including transport platform), semi-trailer, and truck box ≤ 12 m	56,9460
Truck with trailer	91,7605

- Empty transport elements shall be charged the quota established in Section a.1).
- This regime shall be applied upon request to the total amount corresponding to the unit cargo in the same vessel.
- b) When in maritime transit, the rate quota shall be calculated in accordance with that established in Section a). This rate, including the occupied transit area referred to in B), shall be charged to the person who has declared the goods during the unloading process.
- c) When transhipped, the following quota shall be charged:

- c.1) Between moored vessels, 50% of the amount established in Section a).
- c.2) Between side-by-side vessels, 30% of the amount established in Section a).
- d) In the case of interior maritime traffic within the service area and provisioning, the quota shall be that which is established in Section a), but only one of the operations carried out shall be charged.
- e) In the case of land transit with load breaking, 75% of the fee established in Section a) shall be charged.

B) Occupation of transit area.

- When authorised for a period longer than 4 hours for rolling goods, or a period longer than the same day on which goods are loaded or unloaded and, otherwise, the day immediately prior to or subsequent to said day, the rate quota shall be the result of adding up the amount established in Section A) the amount of 0,1027 €/m² and day of stay or fraction thereof. To this latter amount the following progressive coefficients shall be applied, according to the length of occupation:

Until the 7th day	1
From the 8th to 30th day	5
From the 31st to the 60th day	10
From the 61st day	20

- The occupied area shall be calculated based on the rectangular area surrounding the deposited goods.
- In cases where goods receive exceptional authorisation to occupy the goods manoeuvring area, the amounts provided for in this Section shall be charged.
- The Board of Directors of the Port Authority shall approve the transit and manoeuvring area limits.

II. At terminals and other goods handling facilities under concession or authorization:

- a) When in berth under concession or authorisation, the goods shall be charged the following quota, according to the operation carried out:
 - 1.st When loading or unloading: 50% of the amount established in Section I.A.a).
 - 2.nd When in maritime transit: 25% of the amount established in Section I.A.b).
 - 3.rd When transhipped: 20% of the amount established in Section I.A.c.1).
 - 4.th In the case of interior maritime traffic with regard to operations carried out at facilities under concession or authorisation, as well as provisioning: 50% of the established in Section I.A.d). If only one is under concession or authorisation, the same quota shall be charged as that provided for Section d).
 - 5.th With regard to land transit: 65% of the amount established in Section I.A.e).
- b) When a berth is not under concession or authorisation, the goods shall be charged the following quota, according to the operation carried out:
 - 1.st When loading, unloading, in maritime transit or in cases of interior maritime traffic: 90% of the amount established in a), b) and d) of Section I.A). Nevertheless, when carrying out interior maritime traffic and only one of the handling facilities is under concession or authorisation, the same quota as that established in Section I.A.d) shall be charged.

- 2.nd When transhipped: the quota established in Section I.A.c).
- 3.rd When in land transit: 65% of the amount established in Section I.A.e).
 - In the cases of maritime transit and transshipment, this rate shall be charged to the person who has declared the goods during the unloading process.
- 6. For the purposes of this law, a goods handling terminal is understood to mean a facility used for good transfer of goods between maritime and terrestrial forms of transport, or between maritime forms of transport, which may include annexed areas for depositing goods and transport elements and where the necessary operations are carried out for transfers between different modes of transport or for maritime transit.
- 7. The Port Authority may impose the following coercive fines, which shall not be of a tributary nature:
 - a) For failing to fulfil the obligation of submitting, within the established period, the cargo declaration or bill of lading, based on a fine of 5%, 10%, 15% or 25% of the rate quota, depending on whether the declaration is submitted within 3, 6, 12 or more than 12 days following the end of the voluntary period for submission.
 - b) For failing to fulfil the obligation of removing the cargo, based on a fine of 20% of the rate quota corresponding to the occupied transit area for every 24 hours or fraction thereof of delay.

GOOD DISCOUNTS (Art. 27)

- 1. In order to promote and consolidate the role of Spain as an international cruise and logistics platform and with the aim of adapting Spanish ports to prevailing international competitive conditions regarding maritime traffic, the following discounts shall be applied:
 - b) To the goods rate quota:
 - b.1) For goods in international maritime transit: up to 70%
 - b.2) For goods that are originally loaded in another country of the European Union, as well as for goods that are unloaded in another European Union country destination, and are transported by vessel in non-rolling elements: up to 40%
 - The conditions and necessary calls for these discounts to be applied shall be specified by Ministerial Order and upon the proposal of the State Ports.
- 2. In order to promote intermodal operations and with the aim of promoting the integration of ports into national and international logistic chains and promoting European cabotage, the following discounts shall be applied:
 - c) To the goods rate quota:
 - c.1) For goods originating in the European Union that are loaded or unloaded: 10%
 - c.2) For goods whose origin and destination is within the European Union, that are loaded or unloaded and transported in vessels that render a regular service among European Union ports: 20%
 - c.3) For goods whose origin and destination is in the European Union, that are loaded or unloaded and transported in rolling transport elements in ro-ro vessels that render a regular service among European Union ports: 40%
 - c.4) For goods that are loaded or unloaded that enter or depart the port service area by railway transport: 20%
 - Discounts c.1, c.2 and c.3 are incompatible among themselves.
- 4. For reasons of remoteness and insularity, the following discounts shall be applied:
 - c) The goods rate quota shall be subject to one of the following discounts, notwithstanding the exemption established for inter-insular maritime transit:

- c.1) For goods transported in vessels rendering a service between ports on the Balearic Islands, Canary Islands, Ceuta or Melilla and those of the European Union: 40%
 - c.3) Boxes, packages, containers, tanks or other containers or elements that are either lost or short-lived or not and that are used to hold goods during transport, as well as trucks, trailers and semi-trailers that are loaded empty at ports on the Balearic Islands, Canary Islands, Ceuta or Melilla, whose destination is a European Union port: 70%
 - The discounts applied due to reasons of remoteness and insularity shall be incompatible with regard to the discounts provided for in Section 2.
7. When more than one discount is applied to the rate, this shall be carried out in a successive and multiplicative manner.

SERVICE RATES

ARTICLE 30. MARITIME SIGNALLING SERVICE RATE.

5. Rate quota:

Type of vessel	Quota
a) Merchant and freezer fishing vessels	0,8489 €/100 GT and calendar year, 3 first calls
b) Deep-sea fishing vessels ..	0,2653 €/GT and calendar year
c) Coastal fishing vessels	13,0528 €/vessel and calendar year
d) Pleasure crafts ≥ 7 m	4,2448 €/m ² (max. length x max. width) and calendar year
e) Pleasure crafts < 7 m	10,6121 €/m ² (maximum length x maximum width)

6. The payment of this rate shall be required:
- a) For vessels included in a) of the previous Section, for the first three calls during the calendar year at each port of entry.
 - b) For vessels included in b), c) and d) of the previous Section, once a year, with this rate being paid at the Port Authority assigned to the geographical area where the base port is located.
 - In the case of crafts that have no base port in the Spanish coast, said craft shall pay the following at the first port of call during the calendar year: 20% of the rate quota, which shall be valid for 10 days, up to a maximum of 100% of the rate throughout the calendar year.
 - c) For crafts included in e) of the previous Section, these crafts shall pay the rate a single time when registering, with this amount being paid at the Port Authority assigned to the geographical area corresponding to the competent registering body.
7. The competent body for craft registering, navigation licensing or muster clearance and for the issuing of inspection certificates, shall demand the receipts corresponding to payment of the rate charged for the maritime signalling service.

The Spanish Regional Governments, dependant port bodies and concessionaires or holders of port, dock and port facility authorisations must furnish the corresponding Port Authority with the necessary information and supply the necessary data for this rate to be paid.

8. The Port Authorities may sign agreements with the Spanish Regional Governments and dependent port bodies or related bodies for the collection of this rate.
9. The rate may be demanded by means of the simplified estimate regime at ports, docks and recreational facilities under concession or authorisation. The tributary quota shall be established by taking into account the statistical traffic information corresponding to the last two years and by applying a 20% discount to the tributary amount.