



## PORT DUES

### General Principles

1. Foreign-flagged vessels, which call at the ports administrated by NC-MPA-SA Constantza , have to be represented by a ship-agency company that has concluded a service contract with the **Administration**.  
In special circumstances a shipmaster may make payments, on own behalf, for services provided before the vessel departs from port.
2. The amounts payable for services provided by the **Administration** are on ship-owners' account and the payments are to be made through ship-agency companies or directly by the ship-owner (for Romanian-flagged vessels).
3. All tariff rates applied by the **Administration** are expressed in EURO.
4. Payments for services provided are made in hard currency for foreign-flagged vessels and in equivalent national currency (ROL) for Romanian-flagged vessels.
5. Conversion of tariff rates into other currencies (including the national currency) is made at the official rates of exchange notified by the **National Bank of Romania (BNR)** for the invoicing day of the service provided, in conformity with the legal regulations in force.
6. The amounts resulting from the application of tariff rates are due before the vessel departs from port and the ship agent is to guarantee the payment thereof on departure of the vessel. On or after departure of the vessel from port, the ship-agent makes the due payments in conformity with the clauses provided by the contract concluded between the respective agent and the **Administration**.
7. Basic port tariffs are applied as follows:
  - . port access tariff, basin tariff and quay tariff are applied to vessels moored pierside (including those moored in double berth and other off-pier mooring positions), in compliance with conditions provided in Chapter III - items 1, 2, and 3;
  - . basin and quay tariffs, provided in Chapter III - items 2 and 3, are applied as per ship's LOA to vessels which moor stern-to or bows-to the quay;. port access and basin tariffs are applied to vessels riding at anchor in port waters, inner roads inclusive, as well as to vessels moored alongside the berths which do not belong to the **Administration**, in compliance with provisions of Chapter III - items 1 and 3;
  - . port access tariff is applied to vessels which are transiting (without staying in port) to/from the Danube-Black Sea Canal, each time the vessel enters/departs from the port, in compliance with provisions of Chapter III - item 1;
  - . port access tariff is applied only once to vessels that enter or depart from the shipyards in the ports of Constantza and Mangalia , vessels which leave the port for sea trials, as well as military vessels participating in exercises at sea;
  - . no port access tariff is applied to foreign-flagged military vessels coming alongside or staying at military berths in the port of Constantza; since the respective berths belong to the General Staff of the Romanian Naval Forces, there is no justification for the basin or quay tariffs to be applied;
  - . any type of a sea-going vessel may fall under only one of the tariff positions provided by Chapter III, items 1, 2 and respectively 3, in any of the mentioned situations that vessel might be;
8. Quay and basin tariffs are not applied to sea-going vessels on their arrival day in port (except the case in which the vessel makes a port call of less than 24 hours), as the such vessels do not use the port infrastructure for the entire arrival day and respectively departure day.
9. Any service or hire (use) of port equipment is provided on basis of an order, temporary



agreement or contract except in case of force majeure. The applicant is obliged to specify in his order all the necessary data that ensure that the service is provided under the best conditions. Tariffs related to these services are to be negotiated with the relevant offices of the **Administration**, depending on the actual conditions under which the services requested by the clients will be provided.

10. Documents accepted as a basis for calculation of port tariffs for all vessels are the International Tonnage Certificate - 1969 (ITC) and Registry or Nationality Certificate.
11. VAT is added to the amounts resulted from the application of tariffs, in conformity with legal norms in force.
12. The **Administration** applies the tariffs for the use of the tourist port of Tomis to pleasure and fishing craft (yachts, boats, fishing craft, etc), which call at/stay in the ports administrated by NC-MPA-SA . These tariffs are notified by the **Administration** on request of the interested parties.
13. Basic port tariffs provided in Chapter III are not applied to surveillance and control vessels of the public port service (belonging to the Romanian Naval Authority, Harbour Master, Coast Guard, Transports Police and other authorities of the Romanian state) and vessels belonging to the **Administration** , maritime rescue vessels, fire-fighting vessels, marine research vessels and military vessels belonging to the General Staff of the Romanian Naval Forces.

### Definitions

1. A vessel is considered to navigate in **liner service** if:

. The vessel navigates on a liner time-schedule between the ports administrated by NC-MPA-SA and, at least, one fixed destination to a foreign port. The schedule will be notified by **30** days in advance for a new line and at least by 3 days in advance before the end of the current month for the next month, in case of ships being already in the liner time-schedule. This schedule has to contain the following data: name of vessel and port of registry, ship-owner's/charterer's name and head office, shipping route and ports of call, arrival at and departure times from the ports administrated by NC-MPA-SA , running numbers of voyages.

. A ship-owner/charterer has to ensure that at least one monthly call is made at ports of Constantza/Midia/Mangalia.

. A ship-owner/charterer has to comply with the time schedule that has notified in advance with the following exceptions:

a) **5** days earlier or later for passages to/from Black Sea and Near East ports;

b) **8** days earlier or later for passages to/from other ports.

. A ship-owner/charterer may substitute the vessels nominated in the schedule with other vessels, informing the **Administration** to this effect. Notification in regard to substitution of a vessel is done by at least **5** days in advance for liner passages to/from Black Sea and Near East ports, respectively by **8** days for passages to/from other ports.

. The vessel loads/discharges general cargo (including containerized) and Ro-Ro.

The vessels that do not comply with any of the stipulations mentioned above, beginning with the next call, but no sooner than **15** days, will not benefit from the tariff system related to the liner vessels.

**Liner Service (LINER SHIPPING) has the following characteristics:**

-Sailings are based on a regular schedule made public in advance;

-The service is available on a regular basis, advised in advance, even if not used;

-The service is carried out between 2 or more ports, the Line`s freights being made public;

-The loading/ discharge of specific cargo is carried out on LILO terms (Liner In/Liner Out).



=>The ships performing the Liner Service can be owned by the shipowner or hired but have to be run by a single management company/operator (named Liner Company) having the following obligations:

- to guarantee towards the stevedoring companies the payment of the services rendered;
- to guarantee the arrival/departure of the ships according to the pre-announced programme, which is made public, with the exception of the force majeure events and/or special events, irrespective of the ship being;
- to guarantee the loading, on his account, all the cargo being up to vessel's full capacity;
- to guarantee the delivery of the cargo at destination, irrespective of the cargo being transhipped and taken over by other intermediary liner shipping companies;

=>Running a Liner Service is not subject to a Charter Party, Booking Note, aso. The transport contract is represented by the Bill of Lading itself;

=>The Liner Company has to have a firm contract with a stevedoring company (in case operating containers - with a container terminal);

=>A Liner Shipping Company is obliged to advise in advance the sailing schedule of its service, being allowed to substitute the vessels at any time, subject to due notification given to customers, without being compelled to advise the reason, allowing the number of ships to be increased or decreased depending on the quantity of cargo available.

When the number of the ships which serving a liner shipping is smaller then the number established in the current month, beginning with the next month will be applied proper tariff with the number of the ships which effectively arrived in the port.

2. Duration of the port call for river-going vessels is the counted as the period between their arrival and departure through the locks at Agigea, respectively Midia.

3. The type of vessel as used in this document is defined as follows:

- . **Bulk-carrier:** a vessel that carries solid cargoes in bulk;
- . **Tanker:** a vessel that carries liquid cargoes;
- . **LPG carrier:** a vessel that carries liquified petroleum gases;
- . **Cargo-vessel :** a vessel that carries general cargoes;
- . **Container-carrier :** a vessel the construction of which is entirely or partially cellular or a vessel that can be alternatively used as a container carrier or that loads exclusively containerized cargo;
- . **RORO/Ferryboat:** a vessel that carries wheeled transport means (motor vehicles - drivers inclusive, railway carriages - attendants inclusive);
- . **Passenger vessel:** a vessel registered for the exclusive carriage of passengers and their belongings (luggage, privately owned cars and coaches);
- . **River passenger - vessel:** a vessel that has a registered river-class for exclusive transportation of passengers and their luggage on the Danube and the Danube-Black Sea Canal,
- . **Military vessel:** a vessel constructed and equipped to perform military assignments;
- . **Fishing vessel:** a fishing ship;
- . **River cargo-vessel** is a vessel that carries goods along inland navigable waterways (barge, lighter and other assimilated thereto)
- . **Technical vessel** is a vessel that provides harbor services in the ports of Constantza / Midia and Mangalia: floating crane, bunkering tank, dredger, lighter, scow, floating elevator, drilling platform, rock-breaker, pontoon, floating bridge, supply vessel, diver's vessel, floating dock, pilot boat, launch, open lighter, tug, pusher.

Maritime vessels that do not fall under the types defined above (live stock carriers, reefers, multi-purpose vessels etc.) are assimilated to cargo-vessels, except for the OBO carriers that shall be charged depending on the cargoes carries, respectively as bulk carriers or tankers.

4. Ship's characteristics used in the present document are defined as follows:

- . **Lmax (LOA):** maximum length measured horizontally on the fore-and-aft plane in metres, between the



outer ends of the ship (m);

- . **TB** : gross tonnage shown in documents mentioned in Chapter I - item 10;
- . **TBR**: reduced gross tonnage, as shown in documents mentioned in Chapter I, item 10, to which basic port tariff rates are applied to tankers, which certify by documents that they have separate tanks for ballast and they possess the Tonnage Certificate in which it is expressly mentioned the reduced gross tonnage regardless the cargo shipped , the mode of loading and the aim of the vessel's entry to the Romanian port.s
- . **UTB**: gross tonnage unit
- . **TC**: maximum loading capacity of cargo river vessels, expressed in tons (t);
- . **TD** ( displacement tons) : total weight of a laden vessel expressed in tons;

**CP**: horse power

For vessels the TB (gross tonnage) of which is not shown in the documents, the gross tonnage will be replaced by using the calculation formula established in conformity with "Rule 3 - gross tonnage, of the International Convention for Tonnage Measurement of Vessels TONNAGE - 69", adopted by Romania through Decree No.23/1976, as follows:

**TB = (0.2 + 0,02 log 10 V) x V** where  $V = L \times B \times D \times 0,9$

V = volume of ship's hull (cu.m.)

L = length (m.)

B = beam (m.)

D = draft (m)



## Basic Port Tariffs

1. **Port access tariff** - is applied per GT (TB) of vessel as shown in ship's papers for each entry in port depending on the type of vessel and differently for the gross tonnage (TB) groups, as follows:

No	Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
1	Bulk carrier	EURO/UTB	0.145	0.145	0.145	0.145	0.145	0.145
2	Tanker	EURO/UTB	0.145	0.145	0.145	0.145	0.145	0.145
3	Cargo-vessel	EURO/UTB	0.145	0.145	0.145	0.145	0.145	0.145
4	Container-carrier	EURO/UTB	0.145	0.145	0.145	0.145	0.145	0.145
5	RoRo/Ferryboat	EURO/UTB	0.145	0.145	0.145	0.145	0.145	0.145
6	Passenger vessel	EURO/UTB	0.145	0.145	0.145	0.145	0.145	0.145
7	Military vessel	EURO/UTB	0.145	0.145	0.145	0.145	0.145	0.145

1.1. For the liner vessels (which meet the requirements provided in Chapter II, item 1.1) and for the ships employed in liner services (which meet the requirements provided in Chapter II, item 1.2 and belonging to some owners/ charterers which serving this service with minimum 4 ships - calls by month) the port access tariff is applied according to items 3,4,5 and 6, as follows:

No	Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
1	Bulk carrier	EURO/UTB	0.073	0.073	0.073	0.073	0.073	0.073
2	Tanker	EURO/UTB	0.073	0.073	0.073	0.073	0.073	0.073
3	Cargo-vessel	EURO/UTB	0.073	0.073	0.073	0.073	0.073	0.073
4	Container-carrier	EURO/UTB	0.073	0.073	0.073	0.073	0.073	0.073
5	RoRo/Ferryboat	EURO/UTB	0.073	0.073	0.073	0.073	0.073	0.073
6	Passenger-vessel	EURO/UTB	0.073	0.073	0.073	0.073	0.073	0.073
7	Military-vessel	EURO/UTB	0.073	0.073	0.073	0.073	0.073	0.073

The same tariffs from the upper table the port access tariff are applied for the vessels calling only for bunkering, change of crew, disembarkation of sick persons.

1.2. For the ships employed in liner service (as per the requirements provided in Chapter II, item 1,2 and belonging to some owners/ charterers serving this service with minimum 2-3 ships - calls by the month) the port access tariff is applied as follows:

Nr	Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
1	Bulk carrier	EURO/UTB	0.102	0.102	0.102	0.102	0.102	0.102
2	Container carrier	EURO/UTB	0.102	0.102	0.102	0.102	0.102	0.102
3	RoRo Ferryboat	EURO/UTB	0.102	0.102	0.102	0.102	0.102	0.102
4	Passenger	EURO/UTB	0.102	0.102	0.102	0.102	0.102	0.102

1.3. For the ships employed in liner service (as per the requirements provided in Chapter II, item 1,2 and belonging to some owners/charterers asper serving this service with only one ship - calls on the month) the port access tariff is applied as follows:

Nr	Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
1	Bulk carrier	EURO/UTB	0.116	0.116	0.116	0.116	0.116	0.116
2	Container carrier	EURO/UTB	0.116	0.116	0.116	0.116	0.116	0.116
3	RoRo Ferryboat	EURO/UTB	0.116	0.116	0.116	0.116	0.116	0.116
4	Passenger	EURO/UTB	0.116	0.116	0.116	0.116	0.116	0.116

1.4. Port access tariff is applied to vessels that make a second port call within 30 days from the previous port call (taking the departure time as reference point) and to vessels which leave port for the roads and return to port to continue the operations (loading, discharging, repairs, etc.) as follows:

Nr	Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
1	Bulk carrier	EURO/UTB	0.123	0.123	0.123	0.123	0.123	0.123
2	Tanker	EURO/UTB	0.123	0.123	0.123	0.123	0.123	0.123
3	Cargo-vessel	EURO/UTB	0.123	0.123	0.123	0.123	0.123	0.123
4	Container carrier	EURO/UTB	0.123	0.123	0.123	0.123	0.123	0.123
5	RoRo Ferryboat	EURO/UTB	0.123	0.123	0.123	0.123	0.123	0.123
6	Passenger	EURO/UTB	0.123	0.123	0.123	0.123	0.123	0.123
7	Military ship	EURO/UTB	0.123	0.123	0.123	0.123	0.123	0.123

2. **Quay tariff** - is applied per vessel's maximum length (LOA) and number of days in port depending on the type of vessel and the gross tonnage (TB) heading under which the vessel falls, as follows:

Nr	Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>40000
2.1	Tanker	EURO/m/day	7.586	14.588	16.688	23.924	31.042	32.910
2.2	RoRo/Ferryboat	EURO/m/day	5.485	6.769	7.235	7.936	8.170	8.753
2.3	Passenger vessel*	EURO/m/day	9.920	9.920	9.920	9.920	9.920	9.920
2.4	Military vessel	EURO/m/day	11.087	11.087	11.087	11.087	11.087	11.087

\* for the river passenger-vessels (with a river class), as well as for the vessels transporting passengers in a regular line regime, in 2005, it is to be applied a quay tariff rate of 5.950 EURO/m/day.

\*\* for the maritime passenger-vessels for which the port call does not exceed 12 hours, a quay tariff rate of 4.960 EURO/m is to be applied.

2.5 **Bulk-carriers** shall be charged with the following tariff:

- when operating the following bulk cargoes: **coal and derivatives, phosphates, apatite, iron ore, bauxite**, the quay tariff rates to be applied are as follows:

Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
Bulk-carrier	EURO/m/day	3.500	5.485	9.335	10.500	17.500	24.500





- when operating cargoes **other** than those stated in the previous paragraph, the quay tariff rates to be applied are as follows:

Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
Bulk-carrier	EURO/m/day	1.750	2.743	4.668	5.250	8.750	12.250

-when bulk-carriers operating scrap the quay tariff rate corresponding to the cargo-vessel is to be applied as stipulated in the item 2.6., alignment 2, according to the appropriate TB group, in case that the appliace of the tarrif rate is favourable to the ship.

2.6. **Cargo-vessels** shall be charged with the following tariff:

- when operating the following bulk cargoes: **coal and derivatives, phosphates, apatite, iron ore, bauxite**, the quay tariff rates to be applied are as follows:

Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
Cargo-carrier	EURO/m/day	3.675	4.380	6.480	6.645	6.825	7.050

- when operating any **other** cargoes (except those stated in the previous paragraph), the quay tariff rates to be applied are as follows:

Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
Cargo carrier	EURO/m/day	2.450	2.920	4.320	4.430	4.550	4.700

2.7. **Container-carriers** shall be charged with the following tariff:

- when operate containers, the quay tariff rates to be applied are as follows:

Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
Container carrier	EURO/m/day	7.000	7.940	8.200	8.400	8.900	9.400

- when operating the following bulk cargoes: **coal and derivatives, phosphates, apatite, iron ore, bauxite**, the quay tariff rates to be applied are as follows:

Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
Container carrier	EURO/m/day	3.675	4.380	6.480	6.645	6.825	7.050

- when operate **goods other than those foreseen at the above items**, the following quay tariff rates are applied :

Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
Container carrier	EURO/m/day	2.450	2.920	4.320	4.430	4.550	4.700

A vessel of any type which, during loading and unloading operations, operates more kinds of cargoes is charged with the tariff rates corresponding to the type of vessel and kind of cargo which makes up the greatest weight in the loading /unloading operations.

For vessels falling under one of the following situations:

- vessels which make port calls only for repair works (inclusively compulsory operations preceding the repair works) to be carried out alongside the quay (outside the shipyard),
  - vessels during one call, performing both commercial operations and repair works,
  - maritime vessels that are moored side by side ( no commercial operations performed) in the second and next positions,
- the quay tariff is applied as follows:

No	Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
1	Bulk-carrier	EURO/m/day	1.750	2.743	4.668	5.250	8.750	12.250
2	Tanker	EURO/m/day	3.793	7.294	8.344	11.962	15.521	16.455
3	Cargo-vessel	EURO/m/day	1.225	1.460	2.160	2.215	2.275	2.350
4	Container-carrier	EURO/m/day	3.500	3.970	4.100	4.200	4.450	4.700
5	RoRo/Ferryboat	EURO/m/day	2.743	3.385	3.618	3.968	4.085	4.377
6	Passenger vessel	EURO/m/day	4.960	4.960	4.960	4.960	4.960	4.960
7	Military vessel	EURO/m/day	5.544	5.544	5.544	5.544	5.544	5.544

3. **Basin Tariff** -tariff rates for port basin is applied per vessel's maximum length (LOA) and number of days in port depending on the type of vessel and gross tonnage (TB) heading under which the vessel falls as follow:

No	Vessel Type	M/U	0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
1	Bulk carrier	EURO/m/day	0.610	0.540	0.500	0.470	0.450	0.420
2	Tanker	EURO/m/day	0.740	0.700	0.640	0.610	0.600	0.580
3	Cargo-vessel	EURO/m/day	0.430	0.300	0.250	0.210	0.200	0.190
4	Container carrier	EURO/m/day	0.400	0.290	0.240	0.210	0.200	0.190
5	RoRo/Ferryboat	EURO/m/day	0.350	0.290	0.210	0.190	0.170	0.160
6	Passenger ship*	EURO/m/day	0.500	0.500	0.500	0.500	0.500	0.500
7	Military ship	EURO/m/day	0.500	0.500	0.500	0.500	0.500	0.500

\* for the maritime passenger-vessels for which the port call does not exceed 12 hours, a quay tariff rate of 0.250 EURO/m is to be applied.





## Tariff rates for the utilization of port infrastructure

### Unique tariff rates for the Utilization of Port Infrastructure by certain types of vessels

#### 1. Tariff rates for technical vessels, of which:

- **Tariff rates for tugs** - are applied per total power of the main engine or engines of the vessel expressed in HP and the number of stay days in port, irrespective of the location of the vessel in the port basin as follows :
  - **EURO 0.020/HP/day** - for tugs which make temporary use of the port infrastructure;
  - **EURO 0.010/HP/day** - for tugs which make frequently use of the port infrastructure, at least 60 days in a calendar year (\*);
- **Tariff rates for pushers** - are applied per total power of the main engine or engines of the vessel expressed in HP and the number of stay days in port, irrespective of the location of the vessel in the port basin as follows .
  - a) **EURO 1.00/100 /HP/day** - for pushers which make temporary use of the port infrastructure;
  - b) **EURO 0.500/100/HP/day** - for pushers which make frequently use of the port infrastructure, at least 60 days in a calendar year (\*)
- **Tariff rate for floating docks** - **EURO 0.060/m/day** is applied per LOA of the floating dock and number of stay days in the port
- **Tariff rates for other technical vessels** - are applied per gross tonnage (TB) of the vessel and number of days in port, irrespective of location of the the vessel in the port basin as follows:
  - **EURO 0.100/UTB/day** - for technical vessels which make temporary use of the port infrastructure
  - **EURO 0.050/UTB/day** - for technical vessels which make frequent use of the port infrastructure, for at least 60 days in a calendar year (\*)

#### 2. Tariff rates for river cargo-vessels - is applied per TC of the vessel and number of stay days in port, irrespective of the location of the vessel in the port basin as follows:.

- a) river cargo vessels which make temporary use of the port infrastructure;
  - **EURO 1.000/100TC/day** - for non-propelled river vessels
  - **EURO 4.000/100TC/day** - for self-propelled river vessels
- b) for vessels which make frequently use of the port infrastructure, at least 60 days in a calendar year(\*):
  - b1) tariff rates for non-propelled river-vessels: **-EURO 0.500/100/TC/day**

b2) tariff rates for self-propelled river-vessels: **-EURO 2.000/100/TC/day**

- 3. **Tariff rate for fishing vessels** - **EURO 1.000 /m/month** - is applied per vessels's LOA and duration of port call/stay in berth.
- 4. **Tariff rate for vessels in conservation/abandoned** - **EURO 1.000/m/month** - is applied per vessel's LOA and duration of port stay in berth.
- 5. **Tariff rate for riding at mooring buoy in Midia port** - **EURO 38.000/vessel/month** - is applied to each vessel that rides at mooring buoy in the Port of Midia.
- 6. **Tariff rate for the LPG vessels** which perform operations in the MARI-GAZ terminal of the Midia port and make use of of the port basin - **EURO 1.284/m/day** - is applied per LOA of the vessel and number of stay days in the port, to which port access tariff is also applied.
- 7. **Tariff rates for vessels under repair by the dock** - are applied in addition to port access tariff, for the



period when the respective vessels stay moored at the Administration berth as follows:

- **EURO 0.140 /m/day** - for the first 30 days
- **EURO 0.094 /m/day** - for the following 30 days
- **EURO 0.070 /m/day** - for the period in excess of 60 days

(\*) is applied to technical and river vessels moored in port berths for at least 60 running days or employed in trade and provide a berth occupancy of at least 60 days in one calendar year, beginning with the 61st day until the end of the respective year. Vessels which were granted this facilitation during one calendar year until the 31st of December, will continue to benefit from it as from the first day of the following calendar year on condition that they provide a berth occupancy of at least 60 days during the coming year.

### Special Tariffs

**1. Tariff for supervision and control performed for loading/discharging operations of maritime and river vessels** - applied to each vessel performing loading/ discharging operations in port, including those operations in the shipyards and Ferry Boat berth, respectively tariff rates **for supervision, security and control of passenger**, as follows:

- **EURO 0.080/UTB** - ( but not less than EURO 215/vessel) - for maritime vessels
- **EURO 0.160/UTB** - for passenger vessels
- **EURO 0.710/UTB** - for river vessels

**2. Tariff rates for operation at MAST sea-buoys** - are applied for vessels that operate at MAST sea-buoys terminal, except the access and basin tariff rates, as follows:

No	Vessel Type		0-5000	5001-10000	10001-20000	20001-45000	45001-70000	>70000
1	Bulk carrier	EURO/m/day	1.050	1.650	2.800	3.150	5.250	7.350
2	Cargo - vessel	EURO/m/day	0.735	0.876	1.296	1.329	1.365	1.410

**3. Tariff rate for utilization the Passengers Terminal** by the passengers from the vessels - will be calculated depending on the number of passengers which transit the Terminal (including the relevant berth), on the basis of passengers list transmitted by the security officer (hired with NC MPA SA Constantza), confirmed by the master, as follows:

- EURO 5.000/passenger - for the passengers from maritime vessels;
- EURO 2.500/passenger - for the passengers from the river-cargo vessels.

The tariff is applied only to the passengers which get off from the board of the vessel, respectively get on board of the vessel, only once time for the same passengers (even if they get off/on board multiple times during same call of the vessel. This tariff is not applied for the passengers which stay on board of the vessels.

**4. Containers X-ray scan inspection tariff rates** - EURO 2/container - is applied for containers which are object of import/export operations through Constantza port (excepting transit containers), on the basis of Cargo Declaration - FAL, worked out by Agent.

The payment for the service performance will be factured separately for the transported containers by each vessel and for each liner agent, in equivalent national currency (RON), at the official rates of exchange.

For the containers which are object of import operations, VAT will be added.



## Tariffs for Specific Port Utilities and Services

**1. Tariff for water supply – EURO 4.51/t** – is applied differently for water supply directly from the quay or from water lighter (barge). Water supply service is charged in compliance with the voucher confirmed by the vessel / agent when water is supplied from water lighter or barge (in the roads or port basin) the minimum supplied quantity being 30 tons, a tariff of **EURO 148/hour** (negotiable) for the barge service is also to be applied.

**2. Tariff for power supply – EURO 0.30/Kwh** – is applied per quantity of electric power consumed (expressed in kwh) on basis of power consumption voucher / minutes confirmed by the vessel or agent.

**3.** Vessels identified to have polluted the port basin with petroleum residues/wastes shall pay for the de-pollution service on basis of a cost estimate worked out by the **Administration** and approved by Harbour Master.

**4.** During the port call of vessels, the **Administration** provides collection of residues (petroleum residues, bilge and used water) free of charge by means of specialized vessels, with the exceptions provided in Chapter III, Article 25, paragraph 2 from the Operational Rules for the Romanian Maritime Ports, which tariff rate is of **EURO 7/ton**.

(\*) The operations of waste collection from ships and use of anti-pollution floating barrier are performed by S.C. CONSAL TRADE S.R.L. Constantza.

(\*\*) For any other operations requested by the ship / ship owner, the Agent will address to the **Administration** .

1. **The tariff for collection of household waste** is applied as follows:

- 25.40 EUR/day for maritime vessels

- 125.00 EUR/ day for military vessels

a) No such tariff is applied to unmanned river vessels (barges, scows) and to vessels being scrapped;

b) The service of collecting household waste from manned river vessels (pushers, barges etc), fishing vessels and maritime vessels in conservation will be provided in a longer period of time (than that provided by the Regulations for the Operation of Romanian Maritime Ports), and the tariff will be applied whenever the service is rendered (in conformity with the service provided vouchers confirmed by the vessel).

c) The tariff for collection of household waste is not applied to technical vessels on condition that the owners who own/operate these vessels (and hold a head office or working office established within the harbour) have concluded contracts/agreements regarding the collection of wastes with specialized commercial agents which hold authorizations for carrying out such activity in the ports of Constanta, Midia and Mangalia.

2. **The tariff for the use of anti-pollution floating barrier** along oil berths is applied at a rate of **EURO 1.875 m/day**. The tariff is applied for the entire period the vessel is moored alongside the respective berth. The tariff is applied at the rate of 1.5 multiplied by ship's LOA, the amount resulted being rounded plus or minus, as appropriate, to be divisible by 10.



3. Vessels identified to have polluted the port basin with petroleum residues/wastes shall pay for the de-pollution service on a basis of a cost estimate worked out by the Administration and approved by the Harbour Master.
4. **The tariff rate for collection of residues** (petroleum, bilge, waste water) from vessels in the outer roads, moored in shipyard berths or requesting to discharge petroleum products from cargo tanks before entering the shipyard and vessels with faulty installations is of **EURO 7/t**.