

# **Port of Hvide Sande**

## **Prices and conditions**

January 2025.

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## SHIPS FEES.

### 1. *General Provisions.*

All ships and vessels, and all floating equipment, shall pay a fee (ships fee) for lying in the port or in the deepened channels to it. The ships fee applies to the ship.

The captain or the ship's agent must provide the necessary information for calculating the fee. Documentation in the form of ship papers, cargo documents, weight documents, etc. must be presented upon request.

The docking period of the ship begins upon arrival date at the port.

The ships fee is calculated based on gross tonnage (GT) according to the ships measurement certificate.

### 2. *First Period.*

The ships fee is paid at the choice of the shipping company either with:

- a) 2.90 DKK per GT, but at least 1000.00 DKK for each call  
or by:
- b) 9.00 DKK per GT, but at least 6,000.00 DKK as a prepaid monthly fee with an unlimited number of calls within the relevant calendar month.

The fee per individual call covers the ship's laying in for 2 weeks. If the ship lay in for more than 2 weeks, a berth fee is paid for the next and following 2-week periods.

### 3. *ISPS fee*

0,45 DKK per GT for each call

1,70 DKK per GT for prepaid monthly fee

### 4. *Subsequent Periods – Berth Fee.*

If the ship/ vessel/ floating equipment lies in for more than 2 weeks, a berth fee is paid for each commenced 2-week period according to the following rate schedule, but at least 900.00 DKK for each period.

Period 1-2-3-4-5-6 2.50 DKK per GT

Period 7-8-9-10-11-12 3.50 DKK per GT

Subsequent periods 150.00 DKK per meter quay.

There can be advance agreements for shorter or longer periods that deviate from the above.

It is up to the assessment of Port of Hvide Sande whether a fixed agreement can be made.

No ships may be laid up in the harbour without an agreement with Port of Hvide Sande.

The Harbour may demand a bank guarantee for laying up ships in the harbour.

5. *Increase in Minimum Fee.*

If a call does not generate a tonnage fee, or at laying up, the minimum price for a call may be subject to a fee of 900,- DKK per call/ period and the minimum price for prepaid monthly fee may be subject to a fee of 2.500,- DKK. For subsequent berth fee, the minimum price may be subject to a fee of 900,- per period.

6. *Pleasure boats.*

For each overnight stay, a fee of 200 DKK incl. VAT for pleasure boats with lengths up to 24.00 m. (changes when agreement with new supplier is in place)

- c) For pleasure boats with lengths over 24.00 m, a separate agreement is made.
- d) Fishing boats, by agreement.
- e) Small boats in Tyskerhavn and Mamrelund, in water and on land 3.000 DKK/ year

Any paid tonnage fee is deducted against an administration fee of 300 DKK.

7. *Passenger Fee.*

Of all passengers who embark or disembark within the harbour area, a passenger fee of 5.00 DKK per person is paid.

8. *Exemption from Ship Fee.*

Exempted from ship fees are:

- f) Ships registered for fishing, except in cases where:
- g) the ship calls at the port and discharges fish, etc., that were loaded in another port.
- h) the ship is laid up for more than 3 months in the port without having been actively fishing,
- i) the ship is not based in the port and has not landed fish to the port during the latest 3 months.
- j) the ship is under repair and has not landed fish to the port during the latest 3 months,
- k) Ships that have only called at the port to seek medical help, disembark sick, shipwrecked or dead, and ships that, due to storms or other weather conditions, are forced to seek harbour, provided that the ship's stay in the port does not exceed 24 hours.

- l) Ships that call at the port to use the slipway or dock or to carry out repairs in general, as long as they do not simultaneously load or unload cargo, or use the harbour's areas, quays or other facilities.
- m) Ships that exclusively load or unload goods and equipment for the ports own use or for use in the works carried out by the Coastal Directorate on the ADI structures. However, the exemption only applies for the 1st period, see. point 1.2.
- n) Ships and equipment, which are exclusively used in construction and maintenance works, which are carried out for the ports account, or which are carried out on the ADI structures at the expense of the Coastal Directorate.
- o) Ships in the ports service
- p) Icebreakers and tugboats, when used according to their purpose within the port area.

#### *9. Special Agreements.*

Special agreements can be made for special ship calls and special area usage.

#### **CARGO FEE.**

Of all goods that are unloaded, loaded or otherwise embarked or disembarked in the port or in the deepened channels, a cargo fee is paid.

The cargo fee applies to the goods recipient, respectively the goods sender. As far as the cargo fee of fresh fish and shellfish etc. is concerned, however, the rules below under point 2.1 apply.

#### *10. Cargo Fee of Fish and Shellfish.*

Of fish and shellfish that are unloaded from fishing vessels in unprocessed or processed state, a fee of 2.4% of the value at sale in first hand, but a maximum of 33,000 DKK per landing is paid. (Landing means the total load per call from the individual vessel.)

The cargo fee of fish etc. is paid by the buyer (auctioneer, fishmonger, fish buyer, etc.), who must provide the port with a written statement of the calculation basis.

The statement can, with the ports permission, be submitted for a specified period, but no more than one month.

If fish and shellfish are not sold "in first hand" via a fish auction and if the value of the sold fish and shellfish landed via Port of Hvide Sande is lower compared to the average price for comparable species sold via a fish auction, Port of Hvide Sande may issue an additional invoice of 2.4% of the calculated difference.

The buyer is obliged to provide a specification of purchases upon request, and the captains of the above mentioned vessels are obliged to provide information about the cargo's value and weight, and to whom it was sold.

The buyer/ captain of the individual vessel is responsible for documenting to the port that a cargo value has exceeded 1.375.000 DKK if the provision for the maximum fee of 33.000 DKK is to be applied.

#### *11. Cargo Fee of Goods.*

- q) Main rate: 15.25 DKK per ton.  
Applies to goods that cannot be attributed to special tariff 1 or 2.
  
- r) Special Tariff 1: 10.00 DKK per ton.  
Applies, among other things, to: Potatoes, feed peas, tapioca, grain and flour and groats of grain. Oil seeds, other seeds, soy cake, rapeseed cake, sunflower cake and fruits. Fishmeal, potato flour, oil cakes and vegetable products etc. for animal feed. Feed pellets, salt, fertilizers. Timber, unprocessed and coarsely processed goods of stone, cement, clay, etc. Metals (non-precious), metal waste, iron, steel, bars, pipes, wire etc. Biomass, waste for incineration, cement.
  
- s) Special Tariff 2: 6.00 DKK per ton  
Applies, among other things, to: Non-edible products of animal origin. Green pellets, sugar beet etc. Earth and stones, lime, gypsum, sulphur, ores, slag, glass shards and ash.
  
- t) Project cargo, Wind turbine parts, and transformer etc.: contact for price.
  
- u) Transshipment of goods and cargoes:  
An agreement may be made on the cargo fee after assessment in each case.

#### *12. Exemption from Cargo Fee.*

Exempted from cargo fee are:

- a) Goods for the ship's own use.
- b) Goods and equipment, for the ports own use or for the Coastal Directorate's use in connection with works carried out on the ADI structures.
- c) Salt, ice and other chemicals on vessel use for the preservation of cargo or catches.

#### *13. Refund of cargo Fee.*

Refund of tonnage fee can be made in the following cases:

- d) If it can be documented that an erroneous report has resulted in an overpayment of the cargo fee, an adjustment can be made after demand to the port, but no later than 3 months from the payment date. An administration fee of 800 DKK is charged for the refund.

- e) If the paid cargo fee is not paid by the goods receiver, respectively the goods sender, to the ship or its agent, a refund can be made after request. The following conditions must be met:

The ship or its agent must collect the cargo fee from the goods receiver, respectively the goods sender, at the same time as the payment to the port.

The collection from the ship or its agent must include a notice that the port will be notified if the amount is not paid within 5 days.

Immediately after the goods receiver's, respectively the goods sender's, exceeding of the above payment deadline, notice must be sent to the port, accompanied by a copy of the letter to the goods receiver respectively the goods sender.

Amounts less than 2.500 DKK are not refunded.

#### *14. Special Agreements.*

Special agreements can be made with regard to cargo fee in special cases.

### AREA LESE.

#### *1. Contractual Rent.*

The rental fee for contractual leases of undeveloped and developed areas, for port-related business that generates tonnage and/or ship fees is:

- a) Main rate 24.82 / m<sup>2</sup>/ year
- b) Slipway rate (75%) 18.64/ m<sup>2</sup>/ year
- c) Developed areas, parking spaces, etc. (300%) 75.00 DKK/ m<sup>2</sup>/ year
- d) Special agreements can be made in special cases.

#### *2. Loose Space Rent.*

- a) Areas for the the placement of equipment houses, from 29.16 DKK/ m<sup>2</sup>/ year
- b) Areas for the storage of cargo 2.00 - > 10.00 DKK/ m<sup>2</sup>/ week The rate can be negotiated according to season and cargo category – including whether the area is secured and monitored.

#### *3. Building Fees.*

The rental fee for contractual leases of buildings or rooms in buildings is agreed separately.

#### *4. Parking Fees / Overnight Parking.*

Overnight parking in the Harbour area, where overnight stay in the vehicle is only allowed with a fee. Special areas are designated for overnight parking.

Fee per unit/ night: See signage on the spaces

The enforcement of the scheme is carried out by an external operator. The operator or the Harbour Watch can, by agreement, allow overnight parking outside the designated areas provided the usual fee is paid.

## EQUIPMENT RENTAL, ETC.

Machines, including driver: 900 DKK/ hour

Hourly rate: 600 DKK/ hour

## PROVISION OF ELECTRICITY, WATER, ETC.

### 1. *Electricity:*

Rates for electricity supply are settled in 2025 according to spot prices, excluding all fees and excluding VAT:

Quay stands: Price based on monthly spot price/ kWh

New users must contact the Harbour Watch for registration and registration in the system with online billing and payment.

### 2. *Water:*

In Port of Hvide Sande there are hydrants for bunkering of consumption water to vessels that have called at the harbour. Water from hydrants must not be used for other purposes without prior agreement with the harbour.

For fishing vessels that land catches in Hvide Sande, bunkering of water for the crew's use is included in the tonnage fee. For bunkering water for other purposes, e.g. ice machines, fish tanks, etc., the usual rate is charged.

Connection to water is made by contacting the Harbour Watch.

Quay stands: 45.00 DKK/ m3 incl. drinking water fee and excl. VAT.

Auction – main meter: 18.50 DKK/ m3 incl. drinking water fee and excl. VAT.

Connection and disconnection (with meter): 800 DKK.

Waste Water:

Waste water fee: 42.00 DKK/ m3 incl. waste water fee and excl. VAT.

Auction - main meter: 33.00 DKK/ m3 incl. waste water fee and excl. VAT.

Re-invoicing: Service fee: 800 DKK.

## WASTE

The harbour has a reception scheme for waste from fishing vessels and cargo ships in accordance with current legislation. Ships that call at the harbour are obliged to deliver waste before departure, cf. the Ministry of Environment's regulation no. 1396 of 25 November 2016.

Receiving operational waste/ ship waste since the last port is free of charge.

Receiving the first 2 m3 of sludge oil is free of charge, delivery of tanks 900.00 DKK per tank.



Contact the Harbour Watch regarding the receipt of other waste.

Container on quay (approx. 1.7 m<sup>3</sup>): 2.700,- DKK.

## PAYMENT TERMS.

General.

Before departure, all due fees must be paid to, or otherwise secured, Port of Hvide Sande.

Monthly fees for a ship are paid monthly in advance to the Harbour and entitle to an unlimited number of calls within the relevant calendar month.

Paid monthly fees are not refunded, even if the ship cannot call at the harbour for the entire relevant calendar month due to damage or other reasons.

If it can be documented that an overpayment has been made due to an erroneous report, an adjustment can be made in the form of a refund. However, the refund cannot take place later than 3 months from the invoice date.

Unless otherwise stated, all prices are exclusive of VAT.

Due Dates.

All fees and services are due for payment 14 days from the invoice date.

Thereafter, interest on arrears (discount rate + 5% points) is calculated from the due date.

Reminder fee is 200 DKK each time.

Unless otherwise stated, all amounts are exclusive of VAT.

## LIABILITY AND LIMITATION OF LIABILITY

The general conditions at Port of Hvide Sande are regulated by "Standard Regulations for Compliance with Order in Danish Commercial Ports", "Order Regulations for Port of Hvide Sande" and "General Conditions for Danish Ports 2007".

If Port of Hvide Sande is found liable for property damage or personal injury, the Harbour's liability is limited as follows:

For damages or loss of goods, compensation is set at the value of equivalent goods at the time the damage is discovered. The value is determined according to the market price or the usual value of goods of the same type and quality.

Port of Hvide Sande does not guarantee the depths specified in nautical charts, harbour pilots, and sailing manuals for the harbour area and in the sailing routes. The ship's captain is responsible for obtaining information from the Harbour Watch about the current depth and navigation conditions.

Port of Hvide Sande is under no circumstances liable for indirect losses, such as time loss, consequential loss, waiting time, or other indirect losses.

Port of Hvide Sande is only liable for the errors and omissions committed by the Harbour's employees.

In addition to the conditions stated here, reference is made to DHAB 2007 and Port of Hvide Sande's business conditions.