

Table of charges 01 January – 31 December 2018

Table of charges as intended in article 7.4. of the General Terms and Conditions for Port and Quay Dues NV Port of Den Helder

### A. Charges port dues

The charges for port dues in euro cents amount to:

1.i. for the entry/mooring of ships in the ports and quaysides of Het Nieuwe Diep:

Category	Basis	Charge
a. seagoing vessels	GT tonnes	74
b. sea fishing vessels	GT tonnes	49
c. inland shipping freighters	tonnes load carrying capacity	20
d. commercial vessels and inland shipping	m <sup>2</sup> occupied water surface	21
e. pleasure craft	running metre	134 € 1.34 ) per 24-hour period including VAT

1.ii. for the entry/mooring in all other ports managed by the Company:

Category	Basis	Charge
a. seagoing vessels	GT tonnes	49
b. sea fishing vessels	GT tonnes	49
c. inland shipping freighters	tonnes load carrying capacity	20
d. commercial vessels and inland shipping	m <sup>2</sup> occupied water surface	21
e. pleasure craft	running metre	134 (€ 1.34 ) per 24-hour period including VAT

1. The charge table for the port dues for ISPS-certified vessels is raised by 23 eurocent per tonne GT (ISPS surcharge).

This charge refers to the payment for the use of facilities provided by the Company or its legal predecessor in the framework of the Port Security Act. The costs for these facilities are exclusively charged to ISPS-certified vessels, because these vessels are required to moor exclusively at quaysides where these facilities are provided.

2. For seagoing vessels with a destination elsewhere and which in connection with this other destination are required by the customs authorities to pass through duly designated channels to the first customs office, and which therefore exclusively make use of the port facilities in fulfilling the required customs formalities, or for crew changes, bunkering and/or resupply, on condition that immediately following arrival the harbourmaster is duly informed, and which do not remain in the port for longer than 6 hours : 20 eurocents per GT tonne.

3. For seagoing vessels referred to in category a. and b. of the Charge Table, which during an uninterrupted period of three months on average make use of the port at least once a week, the port dues calculated will be reduced by 20% following a written request from the counterparty to the harbourmaster and following expiry of the specified period of three months. This reduction is 40% if the use as intended hereinabove on average takes place at least two times per week. The request for application of the discount must have been submitted within twelve months following expiry of the period for which the discount is applied for. If it can be demonstrated that over the coming period frequent use will be made of the port facilities, this request can also be submitted in writing in advance.

With the exception of the charge for pleasure craft, payment of the port dues grants the right to the duly specified user for an uninterrupted period of seven days; if this period is exceeded, for each period of seven days or part thereof, all calculated port due charges will be reapplied and the service reissued, unless the overrun is a consequence of the halting of shipping traffic due to the build-up of ice.

4. The charge for service-providing vessels, that exclusively sail in the port to provide services to other vessels amounts per quarter to:  
20 eurocents per tonne load carrying capacity or per m<sup>2</sup> occupied water surface x 13 x 2 x 60 %.
5. In respect of vessels the mooring of which at one of the quaysides is subject to port dues, if these vessels are subsequently moored at one of the other quaysides within the hereinabove specified period of seven days, in total, the port dues payable for mooring will only be charged once, subject to the highest applicable charge.

## B. Charge for quay dues

The charge for quay dues, for keeping objects on the quay space managed by the Company, amounts to: 29 eurocent per m2 per day or part of a day (with a minimum of € 3), except in the case of sectoring on the quayside, whereby a fixed amount will be charged per sector, irrespective of complete or partial occupation of this sector.

If the goods are removed within 12 hours following initial occupation of the quayside in question, no costs will be charged.

## C. Charges for mooring/unmooring services

1. The charge for the provision of services in the framework of the mooring and unmooring of vessels, depending on the time, for each callout will amount to:

Period	Charge per callout in euros
day (07.00 - 19.00 hours)	€ 106
evening (19.00 - 23.00 hours)	€ 159
night (23.00 - 07.00 hours)	€ 159
weekend and national holidays	€ 161
Costs for no-show (if cancelled between 3 hours of the specified arrival time or delays of more than 30 minutes. These costs will not be payable as a consequence of closure of the port in connection with defence activities)	50% of the charge

2. For collection of a vessel within the time period of 1 hour:

Period	Collection charge (in euros)
day (07.00 - 19.00 hours)	€ 124
evening (19.00 - 23.00 hours)	€ 186
night (23.00 - 07.00 hours)	€ 186
Weekend and national holidays	€ 187

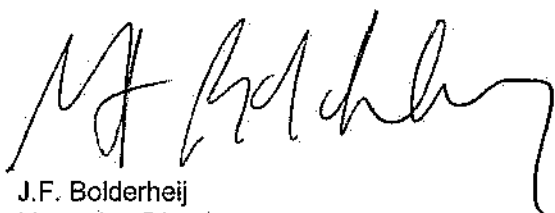
3. For the collection of a vessel within a time period of between 1 and 2 hours: a surcharge of 50% on the collection charge as referred to in paragraph 2.
3. For the collection of a vessel within a time period of 2 hours or more: a surcharge of 100% on the collection charge applicable.

#### D. Charge for HAP contribution

Differentiation GT	Administration costs Port of Den Helder	Indirect contribution	Total charge per call	Issue duty
< 1,000	€ 15	€ 50	€ 65	€ 50
1,000-2,999	€ 15	€ 100	€ 115	€ 100
3,000-6,000	€ 15	€ 160	€ 175	€ 160
> 6,000	€ 15	€ 235	€ 250	€ 235
SFAV members	€ 0	€ 7,50	€ 7,50	Annex V

All fares are increased with 1.4% except the ISPS-rates and HAP contribution. The tariff policy is under evaluation in order to be supportive to the pit stop character of the Port. This implicates that fares could be changed during this applicable period.

Adopted: 1 January 2018  
Valid until: 31 December 2018



J.F. Bolderheij  
Managing Director  
NV Port of Den Helder

**IMPORTANT NOTE:**

In the event of any conflict or inconsistency between the English text and the Dutch text, the Dutch text shall prevail