

PILOTAGE OF SHIPS AS PER GT

		EUR
1.1	500 - 1000	71,00
1.2	1001 - 2000	82,00
1.3	2001 - 3000	94,00
1.4	3001 - 4000	117,00
1.5	4001 - 5000	144,00
1.6	5001 - 10000	193,00
1.7	10001 - 20000	331,00
1.8	20001 - 30000	440,00
1.9	30001 - 40000	505,00
1.10	40001 - 50000	633,00
1.11	50001 - 80000	879,00
1.12	80001 - 100000	1125,00
1.13	100001 - for each GT, tariff increase for 0,05 Euro per GT	

REMARKS	
1	Port pilotage is obligatory for all ships. Port pilot lead the ships from port area boundary to the determined mooring place in the Port, i.e. to the anchorage.
2	If a ship has two GT loadlines per calibration markings, then at computation of service charges as under this table the higher GT shall be applicable.
3	Ship's master is bound to request a pilot 6 hours in advance.
4	Order for pilotage service is to be submitted in two copies, one of which shall be returned enclosed to the invoice for rendered service.
5	Ship's master is bound to fill in, sign and certify by ship's seal the certificate on rendered pilotage services and hand it over to the pilot prior to his leaving the ship.
6	In case of arrival or leaving of a number of ships simultaneously, the passenger ships shall have preference for rendering pilotage, while the pilotage service for cargo ships shall be rendered according to the sequence determined by the Port as per adequate criteria
7	For pilotage of ships without their own propelling power or ships unable to manoeuvre, rates as per this table are increased for 100%
8	Waiting of pilot without cancellation is charged 25,00 Eur/h.
9	Cancelling of pilot can be done minimum 1 hour before the concluded notice of departure.
10	Shifting of a ship from berth to berth is calculated as follows: pilotage, mooring, unmooring and use of tug boat – as per Tariff.
11	Shifting of ship alongside the quay with the use of ropes is calculated as follows: mooring as per Tariff
12	Shifting of ship alongside the quay, using ship's own propelling power, is calculated as follows: pilotage, mooring - as per Tariff.

2. MOORING AND UNMOORING OF SHIPS PER GT

		EUR
2.1	mooring or unmooring of ships	GT 0,038
2.2	shifting alongside the same quay	GT 0,018
2.3	mooring or unmooring of ships with oil derivates	GT 0,043
2.4	mooring of ship alongside another ship	GT 0,043
2.5	mooring or unmooring at the liquid cargo berth	GT 0,043
2.6	mooring or unmooring of yachts up to 1000 GT	EUR 60
2.7	mooring or unmooring of yachts from 1001 GRT-a there will be applied both 2.1 and 2.6	
2.8	services of pilot boat	h 160
2.9	engagement of pilot	h 50
2.10	services of mooring boat	h 60

3. USING OF TUGBOATS INSIDE PORT AREA PER GT

			EUR
3.1	501 - 1000	h	250
3.2	1001 - 2000	h	310
3.3	2001 - 3000	h	335
3.4	3001 - 5000	h	360
3.5	5001 - 7000	h	438
3.6	7001 - 10000	h	460
3.7	10001 - 15000	h	505
3.8	15001 - 20000	h	583
3.9	20001 - 30000	h	662
3.10	30001 - 40000	h	746
3.11	40001 - tarif increase for 12,00 Eur for each 1000 GT	h	

SETTING AND REMOVING FLOATING BOOM

			EUR
3.12	setting and removing floating boom, up to 150 m long, around tanker carrying oil or oil derivatives		550
3.13	setting and removing floating boom, more than 150 m long, around tanker carrying oil or oil derivatives		750

WATER SUPPLY BY TUGBOAT

			EUR
3.14	Single supply of water by tugboat (Sozina/Topolica) up to capacity of tug's tank (27 tons)		400

REMARKS

1	The first hour of engaging tugboat is indivisible and then for each further started hour, half an hour will be charged.
2	For engaging tugboat for sailing from the Port up to the place of service provision and return to the Port, without tugging, the charge will be 330,00 Euro per hour.
3	Tugging is compulsory for tankers regardless of their GRT.
4	For ships up to 5000 GRT, use of one tugboat is compulsory, and for ships exceeding 5000 GRT, use of 2 tugboats are
5	When tugging tankers, the basis for computation of service is the time of effective tugging from the moment of accepting the ship until the completion of tugging service
6	When tugging all other ships, the basis for computation of service is the period from the moment of directing tugboat until its return upon completion of the service into its base.
7	Waiting time of the tugboat at the place stipulated for service provision (when caused by late arrival of ship, waiting for rise of anchor, unreadiness of installations or ties on board a ship, force majeure, delayed customs, police and port formalities) is calculated as per adequate Tariff rates.
8	Ship's masters are bound to present in written form reasons for such waiting.
9	If a ship has two GRT loadlines per calibration markings, then at computation of service charges as under this table the higher GRT tonnage shall be applicable.
10	In case one of the available tugboats is temporarily located outside the Port, and tugging requires engaging of two tugboats, service user is bound to pay for the costs of arrival and return of a tugboat from/to a relevant location. Cost calculation is done per hour, provided that the number of hours will be determined when the distance (in nautical miles on safe sailing route) is divided by speed of 9 knots.
11	Engaging tugboat for salvage and fire-fighting on ships in and out territorial waters will be charged as per separate agreement.
12	When more than three tugboats need to be engaged, they shall be ordered 30 days before

13	Tugging outside port area is agreed separately.
14	Cost of water is not included in the rate of supply of water by tugboat and it te will be charged additional
15	For tugging ships without their own propelling power, rates of this table are increased for 50%
16	Cancelling of tugboats has to be minimum 1 hour in advance.
17	For waiting longer than 0,5 h, rates of this table shall be increased of 330 euro for the first hour after that the amount will be applied every 30 min
18	For using ropes – chains from tugboat, rates of this table shall be increased for 25%

ADDITIONAL CONDITIONS

GROUP OF CONDITIONS	Increasing/ Decreasing	Rate %	Sheet no.
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PILOTAGE

Pilotage for ships carrying oil and oil derivatives exceeding 500 GRT	increasing	20	all
Pilotage and shifting ships without their own propelling power	increasing	100	all
Pilotage outside working hours (except on Sundays and national holidays)	increasing	50	all
Pilotage on Sundays and national holidays	increasing	100	all

MOORING / UNMOORING

Mooring and unmooring of ships outside working hours (except on Sundays and national holidays)	increasing	50	all
Mooring and unmooring of ships on Sundays	increasing	100	all
Mooring and unmooring of ships on national holidays	increasing	150	all

TUG BOATS

Tugging of ships without use of ship's engine and ships with technical equipment out of order	increasing	100	all
Tugging of ships outside working hours (except on Sundays and national holidays)	increasing	25	all
Tugging of ships on Sundays and national holidays	increasing	50	all
Tugging of ships carrying oil and oil derivatives	increasing	100	all
Tugging of ships carrying bulk cargoes, capacity over 30.000 DWT	increasing	100	all
Tugging of ships using towing lines of the tug	increasing	25	all
For use of a tug with over than 40 tons BP	increasing	25	all