



**SCHEDULE OF CHARGES  
PERTAINING TO THE  
FJARÐABYGGÐ HARBOUR FUND  
Valid as of 1 January 2019**

**General provisions**

**Article 1**

This tariff or Schedule of Charges is issued for the Fjarðabyggð Harbour Fund as authorised by Article 17 of the Act on Harbours, No. 61/2003, as subsequently amended.

**Charges related to vessel size**

**Article 2**

The basis for determining fees relating to vessel size shall be the ship's gross tonnage according to its International Tonnage Certificate, issued in accordance with the International Convention on Tonnage Measurement of Ships, 1969.

**Article 3**

Relevant fees must be paid to the Harbour Fund for any vessel which enters port limits and receives port services.

**Vessel dues**

**Article 4**

**Tonnage dues**

Tonnage dues of **ISK 16 per unit**, based on Article 2, must be paid for each ship, though never more often than twice a month.

**Dock dues**

Dock dues must be paid for every ship berthing at a pier or quay, under the following terms:

A docked vessel must pay **ISK 3.84 per unit** for the beginning of each 12-hour period that the vessel is moored, calculated however for no more than 26 such periods per month.

It is permissible to levy tonnage and dock dues on fishing vessels and smaller-sized boats as a monthly fee of **ISK 104 per unit**, though never under **ISK 11,322 a month**.

Boats smaller than 20 GT, however, shall never pay less than **ISK 7,020 per month**.

**Sailing and pleasure boats that arrive in a harbour shall pay EUR 10 for the beginning of each 24-hour period.**

**Wharfage fees**

**Article 5**

A wharfage fee must be paid for all goods that are transferred from shipboard to land, or from land to shipboard, or that are transshipped within harbour limits, though noting the exemptions mentioned below. The carrier shall submit to the port a cargo declaration and all other documentation necessary for the charging of wharfage fees.

**Article 6**

In the case of goods which are being placed on land temporarily and, according to the ship cargo declaration, are destined for a foreign port, the wharfage fee shall be paid only when these goods are being discharged.



In the case of goods which are being placed on land temporarily and, according to the ship cargo declaration, are destined for a domestic port, only half of the wharfage fee shall be paid when the goods are being discharged.

#### **Article 7**

Half of the wharfage fee shall be paid for goods that are delivered onto a ship when these goods are destined for other domestic ports.

Half of the wharfage fee shall be paid for goods which are arriving from other domestic ports and being placed on land.

In the case of goods which (according to the ship cargo declaration) are being put onto a ship and are destined for a foreign port, the full wharfage fee shall be paid even when the goods will be transiting through another port.

#### **Article 8**

The following goods are entirely exempt from wharfage fees:

- a) Packaging that is being returned, such as empty herring barrels, etc.
- b) Provisions, fuel and oil, and other necessities for the vessel's own use.
- c) General mail items.
- d) Waste which is being transported for disposal.
- e) No wharfage fee is to be paid on the vehicles or luggage of tourists, provided their owners are travelling in the same vessel.

#### **Article 9**

The wharfage fee shall be calculated according to weight or value, including packaging, and shall be calculated separately for each consignment. The vessel's cargo declaration shall be used for calculating the wharfage fee, with the captain or ship's agent providing a copy of the declaration to the port. Should no cargo declaration be available, the captain shall give an oath of honour on the quantities of goods loaded or unloaded from her/his ship. If the harbour master feels there is a reason, s/he may at any time have the quantity of goods determined in the manner s/he finds most convenient. If the quantity of goods proves more than was indicated, the owner of the cargo shall pay the cost. Should a consignment without itemisation contain more than one type of goods, the wharfage fee calculations shall be based on the type for which the highest fee is due.

#### **Article 10**

For wharfage fees, goods shall be categorised according to the Wharfage Fee Schedule, and the fees paid which it states.

Wharfage Fee Schedule, by goods category (Cat.):

##### **Cat. 1: ISK 321 per tonne**

Coal, grain in bulk, salt, pumice, diatomite, alumina, aluminium, petrol (gasoline), fuel oil, algae meal, cement, fertiliser, and waste transported for recycling.

##### **Cat. 2: ISK 519 per tonne**

Fish oil and fish meal.

##### **Cat. 3: ISK 617 per tonne**



Heavy goods, such as those in sacks, unprocessed iron and steel, fishing gear, lubricants, marine products, agricultural products, and raw materials for industry and construction. Packaged and preserved foodstuffs, non-alcoholic beverage products, and fruit.

**Cat. 4: ISK 1,354 per tonne**

Other goods not listed in Categories 1-3.

A discount of up to 50% is given for transporting industrial machinery within Iceland. No wharfage fee is paid on tourist vehicles, provided the owners are travelling in the same vessel.

**Cat. 5: 1.29% of total catch value**

Marine catches, including fish and fry from aquaculture pens, which are set on land or into vessels in the harbour area to be processed or transported elsewhere. This fee shall be calculated based on the total value of the catch.

**The fee for frozen catch in freezer trawlers and for farmed fish shall be calculated as 0.70% of the total catch value according to the Harbours Act.**

For salted fish, the fee shall be calculated on the basis of twice its weight, and the fee for containerised fish calculated on its estimated total price.

As soon as a sale is concluded, the purchaser of the catch is required to submit a report to the harbour master on the catch sold, for instance a copy of the catch report for the Directorate of Fisheries. The catch fee becomes due as soon as the catch has been landed.

The purchaser has the obligation to pay the fee.

**Rental for container yards - storage areas**

**Article 11**

The rents for container areas shall be as follows:

Storage on a gravel lot: **ISK 40 per m<sup>2</sup> per month**

Storage on an asphalt lot: **ISK 160 per m<sup>2</sup> per month**

The rents for storage areas shall be as follows:

Monthly storage fee for a 20-foot container: **ISK 4,160**

Monthly storage fee for a 40-foot container: **ISK 8,320**

The storage area fee for seine and trawl storage is the same per month as for a 40-foot container.

Storage of fishing gear on quays: free the first week, then **ISK 4,200 per 24-hour period**

Facilities for lifting boats onto the quay: free the first week, then **ISK 8,015 per week**

If electricity is used, a specific payment shall be made according to this Schedule of Charges. The minimum fee for storage in a storage area corresponds to the fee for a 20-foot container.

**Waste reception**

**Article 12**

Under Act No. 33/2004, on Marine and Coastal Antipollution Measures, and Regulation No. 1200/2014, the ship's captain bears responsibility for all of a vessel's waste being turned over to the harbour or an accredited service provider before departing from the harbour.



Prior to a vessel's arrival in a harbour, the ship's captain, ship owner or service provider must without exception submit to the harbour a completed form on the amounts and types of waste to be deposited on land. Failure in this regard may result in a notification to the Environment Agency of Iceland.

Any vessel desiring that the Fjarðabyggð Port Authority receive waste must give notice of this no less than 24 hours before arriving in harbour.

All vessels falling under Article 11c of Act No. 33/2004, on Marine and Coastal Antipollution Measures, shall pay the following for waste:

- a. **Waste fee:** Upon arrival in a harbour, the vessel shall pay **ISK 0.80 per gross tonne (GT)**. This fee is for paying the cost of harbour surveillance and administration in relation to receiving refuse. Pursuant to the present item, the minimum fee shall be **ISK 5,816** and the maximum fee **ISK 52,400**.
- b. **Waste fee:** A fee pursuant to Item a may be reduced if the design, equipment, operation and environmental management of a vessel are such that the captain is able to demonstrate the creation of less waste on board. In this case, the fixed fee shall be **ISK 0.40 per GT**. The minimum fee pursuant to the present item shall be **ISK 5,816** and the maximum fee **ISK 26,175**.
- c. **Waste fee:** Ships and boats coming to a harbour more than four times during a calendar year shall pay according to Item b for the fifth and following arrivals.
- d. **Waste fee:** Ships and boats which are less than 60 metres in length, are not subject to pilotage requirements and stay long-term in Fjarðabyggð harbours shall pay a fixed monthly fee for harbour surveillance and administration in relation to receiving refuse. This monthly fee shall be **ISK 5,816 per month**.
- e. **Disposal fee:** Upon arriving in harbour, every vessel falling under Article 11 of Act No. 33/2004 shall pay a disposal fee, regardless of whether it leaves any waste on land. The disposal fee shall cover the cost of disposing of any waste left on land. A passenger vessel 60 metres or more in length shall pay **ISK 1.56 per GT**. This fee is based on the following refuse amounts:  
Passenger vessel under 30,000 GT: 3.5 m<sup>3</sup>  
Passenger vessel between 30,000 GT and 100,000 GT: 7 m<sup>3</sup>  
Passenger vessel over 100,000 GT: 10 m<sup>3</sup>  
Other vessels shall pay **ISK 2.00 per GT**. This fee is based on 3.5 m<sup>3</sup> of refuse. Payment shall be made according to Item g for any refuse in excess of the above-mentioned criteria. Ships and boats which are less than 60 metres in length and stay long-term in Fjarðabyggð harbours shall be subject to a special agreement which for instance deals with acts and regulations on turning over waste. Pursuant to the present item, the minimum fee shall be **ISK 41,000**.
- f. **Disposal fee:** If a vessel seeks out an accredited entity for receiving waste, the vessel can obtain re-payment of the disposal fee levied according to Item e, provided that the vessel has previously submitted a receipt from the receiving entity together with correct information on the amount unloaded. A condition for repaying the cost is that the receipt from the receiving entity must have been delivered to Fjarðabyggð within 48 hours after the ship's departure.
- g. Pursuant to Article 11 of Regulation No. 1200/2014, the Environment Agency may, to vessels on scheduled routes which stop regularly at harbours and demonstrate that they pay fees in every harbour on the shipping route and turn over waste reliably, grant exemptions from turning over waste.



A ship captain or owner who has received an exemption from the Environment Agency in regard to turning over waste or submitting notifications must present valid confirmation to this effect.

- h.** Vessels exempt from fee requirements according to Item c of Article 11 of Act No. 33/2004, on Marine and Coastal Antipollution Measures, shall pay for the reception and disposal of ordinary refuse by a harbour. The minimum fee for waste received by a harbour is **ISK 11,650 for each cubic metre**, and the lowest fee is that for one cubic metre. If the harbour sees to receiving hazardous substances or special waste which entails more expense than disposing of ordinary refuse, the party involved must pay the expense incurred.

### **Pilotage fees** **Article 13**

Pilotage fees are to be paid according to the following schedule of charges:

- a) For pilotage into a harbour, berthing facilities or an anchorage: **ISK 4,552** per vessel, in addition to **ISK 7.40 per gross tonne**. The same fee shall be paid for pilotage from berthing facilities or from an anchorage to outside of the harbour.
- b) For pilotage within a harbour, the payment shall comprise half of the charges under Item a.

If the captain has a pilot's licence, as determined by the Port Authority, and no pilot goes on board, a discount of 25% shall be granted from pilotage fees.

### **Tugboat services** **Article 14**

The hourly rate for tugboat assistance is based on the gross capacity of the ship. For a ship **under 20,000 GT it is ISK 10.8 per gross tonne** and for a ship **exceeding 20,000 GT it is ISK 12.7 per gross tonne**. For each vessel, the minimum hourly rate is **ISK 49,000** and the maximum hourly rate is **ISK 318,500**. The minimum time charged for assistance is one (1) hour.

When a tugboat is escorting a ship in or out of a harbour for safety purposes, half of the fee is charged, though never under ISK 49,000 per hour.

Half of the hourly fee is charged for the time that a tugboat is cruising to and from locations outside the harbour.

Tugboat waiting time is charged at half rate, though never under **ISK 49,000 per hour**. A discount of 10% shall be granted for moving ships within a harbour.

The charge for transferring a pilot is **ISK 49,000 per hour**, with the minimum time charged being one (1) hour.

Other transport is charged by the minimum hourly rate according to the Schedule of Charges.

The charge for any extra person on a pilot boat outside of harbour is **ISK 16,100 per hour**.

If a tugboat transfers the pilot and also assists the ship, the pilot transfer fee is waived.

Any other assistance shall be as agreed in each case.

### **Mooring and unmooring charges** **Article 15**



The mooring and unmooring charges per visit of each vessel served are **ISK 11,500**. If more than one person is used for the service, the charge for each extra person is **ISK 11,500**. For mooring and unmooring outside of regular office hours the charge is double and the charge for extra person is also double.

**Fresh water supply**  
**Article 16**

Fresh water charges

Cold water: **ISK 239 per m<sup>3</sup>**

The minimum charge is for **15 tonnes**

Boats in their home port, per month: **ISK 8,043**

For service outside of daytime working hours: **ISK 6,817 per hour**, with a minimum call-out time of 4 hours

**Weighbridge charges**  
**Article 17**

Ordinary weighing: **ISK 178 per tonne**

Minimum charge for a single weighing/unloading: **ISK 1,600**

Weighing during daytime working hours: **ISK 4,321 per hour**

Weighing during overtime hours: **ISK 6,817 per hour**

**Electricity supply**  
**Article 18**

Electricity sold: **ISK 18.91 per kWh**

Electricity to sailing and pleasure boats: **EUR 5** for the beginning of each 24-hr period

Meter rental: **ISK 5,276 per year**

If connecting is done outside of daytime working hours, the charge for it is **ISK 6,817 per hour**, with a minimum call-out time of 4 hours.

**Receiving ships subject to the ISPS Code**  
**Article 19**

Security charge for each vessel arrival: **ISK 37,250**

Security patrol per watchman during daytime working hours: **ISK 4,321**

Security charge per watchman during overtime hours: **ISK 6,817**

Passenger charge: **ISK 150 per passenger**

**Building right charges**  
**Article 20**

For building rights on landfill properties prepared by the Harbour fund, building right charges apply. The charges are based on square meters of building ground. The charges shall be fully paid before land lease agreement for the building ground is prepared. The building right charges are indexed to Icelandic Building Cost Index (IBCI). The charge is: 5,756 kr/square meter, based on IBCI of 140.2 in October 2018.



## **Collection and payment of charges**

### **Article 21**

Should charges not be paid by the proper due date, the calculation of penalty interest on the amount overdue is provided for by Article 6 of Act No. 38/2001, on Interest and Price Indexation.

### **Article 22**

A vessel's captain and owner bear responsibility for paying any charges that must be paid to the Fjarðabyggð Harbour Fund on account of their vessel. Upon arriving in harbour, the captain is obligated to submit information on the vessel to the harbour master, in compliance with provisions of the fifth paragraph of Article 33 of Harbour Regulation No. 326/2004, as well as to hand over certificates to the harbour master on the vessel's flag state and registration, should the harbour master demand this due to insufficient information from the captain. The Harbour Fund has the right to retain these certificates until any fees have been paid. Any resulting delays and losses are solely at the responsibility and cost of the party paying the accrued fees.

Any accrued fees must be paid before the vessel leaves harbour, and no captain can expect service for her/his vessel from the Area Police Commissioner or Directorate of Customs without demonstrating through a certificate from the harbour master that s/he has paid every fee to the port.

### **Article 23**

The wharfage fee shall be paid on all goods which are unloaded, transported or handed over, or which arrive in any manner by sea or land inside the harbour limits. The wharfage fee is considered to be owed by a vessel before it begins its voyage, unless specifically negotiated otherwise. The carrier is responsible for the wharfage fee and shall be accountable for any goods which are handed over without payment of the wharfage fee.

If goods are moved from one vessel to another, the one unloading them shall be the one to pay the wharfage fee.

The wharfage fee on goods coming into the harbour becomes due when the vessel transporting the goods arrives in the harbour, while the wharfage fee on goods transported from the harbour becomes due when the goods have entered the vessel. The captain and ship's agent are not authorised to hand over the goods until the fee has been paid.

### **Article 24**

All fees according to this Schedule of Charges are subject to enforcement at any time following a court ruling.

Vessel dues shall be guaranteed through a statutory lien on the respective ship or an insurance lien, with every such lien having precedence for two years over contractual liens, cf. the provisions of the second paragraph of Article 21 of the Harbours Act, No. 61/2003.

The Fjarðabyggð Harbour Fund is authorised to demand additional guarantees for paying accrued fees, should there seem to be any reason for doing so.

### **Article 25**

**All fees in this Schedule are exclusive of value-added tax.** However, the Fjarðabyggð Harbour Fund is required to collect value-added tax on all of the charges in this Schedule, cf. Item 3 of Article 3 of the Value-Added Tax Act, No. 50/1988, as subsequently amended.



**Entry into force**

**Article 26**

This Schedule of Charges for the Fjarðabyggð Harbour Fund was approved by the Fjarðabyggð Port Authority on 12 November 2018, in keeping with the Harbours Act, No. 61/2003, and Article 37 of the Harbour Regulation, No. 326/2004.

The Schedule of Charges shall take effect on 1 January 2019 and is issued for the guidance of all concerned.

At the same time, the Fjarðabyggð Harbour Fund's Schedule of Charges of 1 August 2018 shall cease to apply.

Fjarðabyggð municipality, 29 November 2018

Karl Óttar Pétursson

Confirmed by the Port Authority, 12 November 2018

Confirmed by the Executive Council of Fjarðabyggð, 19 November 2018

Confirmed by the Municipal Council of Fjarðabyggð, 29 November 2018