

Port rates & fees 2016

Summary of rates applicable by the Port of Algeciras Bay Authority at facilities for purposes, for maritime signalling and fees for electricity and water supply, occupation of surface area, waste collection service and vessel walkway.

Royal Decree Law 2/2011,
(5th September 2011), ratifying the consolidated text and amendments to the State Ports and Merchant Navy Act.

Finance Law for 2016,
on October 29, 2015.



Puerto Bahía de Algeciras

Autoridad Portuaria de la Bahía de Algeciras

INDEX

NAVIGATION SUPPORT RATE (T0)	3
VESSEL RATE (T1)	4
1. ZONE I: SHORT STAY BERTHING	4
2. ZONE I: PROLONGED STAY BERTHING	5
3. ANCHORING IN ZONE II	6
PASSENGER RATE (T2)	7
CARGO RATE (T3)	8
1. SIMPLIFIED MODALITY	8
2. MODALITY FOR GROUPS OF GOODS	10
FRESH FISH RATE (T4)	11
PLEASURE AND SPORTS CRAFT RATE (T5)	12
SPECIAL USE OF THE TRANSIT ZONE RATE (T6)	13
VESSEL-GENERATED WASTE COLLECTION SERVICE FEE	13
UPDATING OF COMMERCIAL OPERATION FEES	14



Navigation support rate (T0)

Rate liability: Use of the maritime signalling service. **Passive subjects:** The shipowner and the master/skipper. **Substitute passive subjects:** The ship agent and the authorized person within licensed or authorised facilities. **Payment:** At the start of the provision of services.

Full fee: The following table indicates the mathematical formula to calculate the full amount.

$$T0 = (GT \times \text{Basic Amounts (A+C)} \times \text{Coefficient of Use})$$

$$\text{Basic Amounts: Port Authority (A)} = 0.29 + \text{SASEMAR (C)} = 0.28$$

(*) According to the article 240.1.a.

Merchant vessels	Utilisation rate	Total (€/GT)
Merchant vessels (up to 3 calls per calendar year)	0,035	0,02

(*) According to the article 240.1.b.1, 240.1.b.2., 240.1.c.1. y 240.1.c.2.

Fishing boats	With a Spanish home port		Without a Spanish home port (1)	
	Utilisation rate	Total (€/GT)	Utilisation rate	Total (€/GT/day)
Deep-sea fishing boats	1,00	0,57 (3)	1,00	0,002
Coastal fishing boats	0,50	0,29 (3)	0,50	0,001

$$T0 = (\text{sqm} \times \text{Basic amount (A+C)} \times \text{Utilisation Rate})$$

$$\text{Basic Amounts: Port Authority (A)} = 0.29 + \text{SASEMAR (C)} = 0.28$$

(*) According to the article 240.1.d.1, 240.1.d.2., 240.1.e.1. y 240.1.e.2.

Sports craft	With a Spanish home port		Without a Spanish home port (1)	
	Utilisation rate	Total (€/sqm)	Utilisation rate	Total (€/sqm/day)
Motor sports craft. Up to 9m in length	40,00	22,8 (2)	40,00	0,06
Motor sports craft. Over 9m in length	16,00	9,12 (3)	16,00	0,025
Sports sailboats. Up to 12m in length	Exempt			
Sports sailboats. Over 12m in length	16,00	9,12 (3)	16,00	0,025

* (1) Fee to be paid per day of call within Spanish jurisdictional waters.

* (2) Only once and indefinite validity.

* (3) Once in a calendar year.



Vessel Rate (T1)

Tax liability: Use of port service zone waters, fixed works and facilities by vessels and boats. **Passive subjects:** The shipowner and the ship captain. **Substitute passive subjects:** The ship agent and authorized person within licensed or authorised facilities. **Payment:** When the vessel enters the port service zone waters.

Full fee: The following tables indicate the mooring types (short berthing, prolonged berthing in zone I and anchorage in zone II) and the mathematical formula to calculate the full amount not including the discounts and bonus which are listed below. Such discounts or bonus are extended successively and exponentially when applicable and they not incur in any of the stated incompatibilities.

1. Zone I: Short stay berthing

T1: $(GT / 100 \times \text{Hours} \times \text{Basic amount (B;S)} \times \text{Weighting} \times \text{Utilisation Rate} \times \text{Discounts} \times \text{Bonus})$

Basic Amounts (B;S) (2) = 1,43
Weighting = 0,90

(*) According to the article 197.a.1., 197.a.2., 197.b.1. y 197.b.2.

Vessels	Unlicensed berthing (ZONE I)		Licensed berthing (ZONE I)			
	Utilisation rate	Total (€/ GT /100 x h) (1)	With water surface area		Without water surface area	
			Utilisation rate	Total (€/ GT /100 x h) (1)	Utilisation rate	Total (€/ GT /100 x h) (1)
Side berthing at quays and piers	1,00	1,43	0,60	0,86	0,70	1,00
Front berthing or alongside	0,80	1,14	0,50	0,72	0,60	0,86

* (1) Hours or fraction, with a minimum 3 hours per scale and up to 15 hours per scale every 24 hours

* (2) B (1.43) and S (1.20) will apply generally for short sea shipping

COEFFICIENTS BY DISCOUNTS	Coefficient	Act. RDL 2/2011
Berthing exclusively for supplies or repairs with a 48-hour stay	0,25	197.d
Conventional cruise call	0,70	
Cruise call with a home port	0,56	197.g
Cruise company with over 11 calls per year	0,50	
Roro or ropax vessels of general nature	0,90	
Roro or ropax vessels included in a regular maritime traffic service	0,60	197.h
Liquid natural gas-driven ships on high seas or use of natural gas / electricity at berth	0,50	197.j
Berthing in zone II	0,30	
Berthing in the breakwater in zone I	0,50	198.1
Maritime service to a specific kind of traffic		
Scale 1 to 12 (3)	1,00	201
Scale 13 to 26 (3)	0,95	
Scale 27 to 52 (3)	0,85	
Scale 53 to 104 (3)	0,75	
Scale 105 to 156 (3)	0,65	
Scale 157 to 312 (3)	0,55	
Scale 313 to 365 (3)	0,45	
Scale over 365 (3)	0,35	

* (3) If the maritime service is regular the coefficient will be reduced in 5 hundredths.

The 3rd DT specifications will apply when berthing within the CEPESA refinery facilities

COEFFICIENTS FOR BONUS	Coefficient	Act. RDL 2/2011
To encourage better environmental practice	0,95	245.1/DT 2 ^o
To encourage a better quality in the provision of services	0,95	245.2
Bay Throughput (repairs, supplies, victuals, etc.), excluding Exports	0,60	245.3
Liquid bulk transit. From 1.5 million tonnes per operator	0,90	245.3
International logistic platform. Container ships	0,40 (1)	245.4
Liquid natural gas-driven ships on high seas or use of natural gas / electricity at berth	0,80	245.3

(1) The coefficient would depend on the relationship between the real traffic of the terminal and the minimum traffic established in its concession title.

Incompatibilities

- The basic amount (B) will always apply with respect to cruises and straight access to the shipyard.
- Discount coefficients for cruises and ro-ro are incompatible with the berthings undertaken with the exclusive purpose of taking supplies or repairs at a maximum stay of 48 hours.
- The discount coefficients for tourist cruises and ro-ro are non-accumulable.
- Bonus described in articles 245.3 and 245.4 are non-accumulable.

2. Zone I: Prolonged stay berthing

$T1 = (GT / 100 \times \text{Days or fraction} \times \text{Basic amount (B)} \times \text{Weighting} \times \text{Utilisation rate} \times \text{Discounts} \times \text{Bonus})$

Basic amount (B) = 1,43
Weighting = 0,90

Vessels	Unlicensed berthing		Act. RDL 2/2011
	Utilisation rate	Total (€/GT/100xday) (5)	
Domestic traffic vessels	4,00	5,72	197.e.1
Dredging or supplies vessels	4,67	6,68	197.e.2
Floating vessels under building works, big repairs or demolition, out of the shipyard	1,33	1,90	197.e.3
Floating vessels under building works, big repairs or demolition, within the shipyard	0,50	0,72	197.e.4
Fishing boats under biological standstill or closed fishing season	0,45	0,64	197.e.5
Boats under legal deposit	1,00	1,43	197.e.6
Inactive vessels	4,67	6,68	197.e.7
Port service vessels	2,33	3,33	197.e.8
Other vessels staying for over a month	4,67	6,68	197.e.9

* (5) Prolonged stay includes all the aforementioned cases as well as stays that exceed seven days of length.

COEFFICIENTS BY DISCOUNTS	Coefficient	Act. RDL 2/2011
Licensed berthing without a licensed water area	0,70	197
Licensed berthing within a licensed water area	0,60	197.g
Liquid natural gas-driven ships on high seas or use of natural gas / electricity at berth	0,50	197.j
Berthing in zone II	0,30	198.1
Berthing in the detached breakwater in zone I	0,50	198.1
Maritime service to a specific kind of traffic		
Scale from 1 to 12 (3)	1,00	201
Scale from 13 to 26 (3)	0,95	
Scale from 27 to 52 (3)	0,85	

COEFFICIENTS BY DISCOUNTS	Coefficient	Act. RDL 2/2011
Scale from 53 to 104 (3)	0,75	201
Scale from 105 to 156 (3)	0,65	
Scale from 157 to 312 (3)	0,55	
Scale from 313 to 365 (3)	0,45	
Scale over 365 (3)	0,35	

* (3) If the maritime service is regular it shall be reduced in 5 hundredths.

COEFFICIENTS FOR BONUS	Coefficient	Act. RDL 2/2011
To encourage better environmental practice	0,95	245.1/DT 2 ^a
To encourage a better quality in the provision of services	0,95	245.2
Bay Throughput (repairs, supplies, victuals, etc.), excluding Exports	0,60	245.3
Liquid bulk transit. From 1.5 million tonnes per operator	0,90	245.3
International logistic platform. Container ships	0,40 (1)	245.4
Liquid natural gas-driven ships on high seas or use of natural gas / electricity at berth	0,80	245.3

(1) The coefficient would depend on the relationship between the real traffic of the terminal and the minimum traffic established in its concession title.

3. Anchoring in Zone II

$$T1 = (GT / 100 \times \text{Days} \times \text{Basic amount (B;S)} \times \text{Weighting} \times \text{Utilisation Rate} \times \text{Discounts} \times \text{Bonus})$$

Basic Amounts (B;S) (2) = 1,43
Weighting = 0,90

(*) According to the articles 199.a.1., 199.a.2., 199.b.1. y 199.b.2.

Vessels	Berthing without license nor a water surface area		Berthing with license and in a water surface area	
	Utilisation rate	Total (€/GT/100xday) (6)	Utilisation rate	Total (€/GT/100xday) (6)
Generally	0,80	1,14	0,40	0,57
Vessels under repair or taking supplies	0,48	0,69	0,24	0,34
Liquid natural gas-driven ships	0,50	0,72	0,50	0,72

* (2) B (1.43) and S will generally apply for short sea shipping (1.20)

* (6) The rate will be payable since the 4th day of stay except in the case of activities different from the described in the aforementioned cases.

COEFFICIENTS BY DISCOUNTS	Coefficient	Act. RDL 2/2011
Maritime service to a specific kind of traffic		201
Scale from 1 to 12 (3)	1,00	
Scale from 13 to 26 (3)	0,95	
Scale from 27 to 52 (3)	0,85	
Scale from 53 to 104 (3)	0,75	
Scale from 105 to 156 (3)	0,65	
Scale from 157 to 312 (3)	0,55	
Scale from 313 to 365 (3)	0,45	
Scale over 365 (3)	0,35	

* (3) If the maritime service is regular it shall be reduced in 5 hundredths.

COEFFICIENTS FOR BONUS	Coefficient	Act. RDL 2/2011
To encourage better environmental practice	0,95	245.1/DT 2 ^a
To encourage a better quality in the provision of services	0,95	245.2
Bay Throughput (repairs, supplies, victuals, etc.), excluding Exports	0,60	245.3
Liquid bulk transit. From 1.5 million tonnes per operator	0,90	245.3
International logistic platform. Container ships	0,40 (1)	245.4

(1) The coefficient would depend on the relationship between the real traffic of the terminal and the minimum traffic established in its concession title.



Passenger rate (T2)

Rate liability: For use of berthing facilities, baggage, roads and other such port facilities by passengers, and their vehicles so embarked or disembarked as passenger vehicles. **Passive subjects:** The shipowner and the captain. **Substitute passive subjects:** The ship agent and authorized person in licensed facilities. **Payment:** At the start of the mooring operation, disembarking or transit of passengers and their vehicles.

Full rate: The following table indicates the mathematical formula to calculate the full amount not including the discounts and bonus which are listed below. Such discounts or bonus are extended successively and exponentially when applicable and when they not incur in any of the stated incompatibilities.

$T2 = \text{Passenger} / \text{vehicle} \times (\text{Basic amount (P)} \times \text{Weighting} \times \text{Utilisation Rate} \times \text{Discounts} \times \text{Bonus})$

Basic Amounts (P) = 3,23
Weighting = 0,90

Concept	Utilisation Rate	Total (€/Unit)	Act. RDL 2/2011
Passenger transportation within Schengen countries	0,75	2,42	208.a.1.1
Passenger transportation within NON-Schengen countries	1,00	3,23	208.a.1.2
Cruise passenger. First/last port of call	1,20	3,88	208.a.1.3
Cruise passenger. In transit	0,75	2,42	208.a.1.5
Two-wheeled vehicles	1,30	4,20	208.a.1.6
Automobiles including trailers up to 5 metres in length	2,90	9,37	208.a.1.7
Automobiles including trailers with more than 5 metres in length	5,80	18,73	208.a.1.8
Collective transportation vehicles	15,60	50,39	208.a.1.9
Domestic passenger	0,02	0,06	208.a.2.1
Passengers in maritime trips (domestic waters)	0,04	0,13	208.a.3.1
Passengers in maritime trips (external waters)	0,20	0,65	208.a.3.2

COEFFICIENTS BY DISCOUNTS	Coefficient	Act. RDL 2/2011
Moorings and port terminal in joint licensing	0,50	208.b
Port terminal licensing	0,75	208.c
Vessels included in regular maritime services	0,80	208.d



Cargo rate (T3)

Liability rate: Use of berthing facilities, zones associated with loading and unloading of vessels, access, roads and railways and other port facilities provided to cargo and cargo transport elements.

Passive subjects: The shipowner and the captain. **Substitute passive subjects:** The ship agent and authorized person in licensed facilities. **Payment:** When the cargo enters the port service area.

Full rate: The following tables indicate the two modalities that may be chosen in a declaration. **Simplified Modality** (only applicable for cargo transported in equipments and when the cargo and equipment make one same element) and **General Modality** (applicable both to cargo transported in equipments and solid bulks and general cargo; in such cases the empty equipment will be considered apart from the cargo) and the mathematical formula to calculate the full amount not including the discounts and bonus which are listed below. Such discounts or bonus are extended succesively and exponentially when applicable and they not incur in any of the stated incompatibilities.

1. Simplified modality

$T3 = (\text{Equipment element} \times \text{Basic amount (M)} \times \text{Weighting} \times \text{Equipment rate} \times \text{Discounts} \times \text{Bonus})$

Basic Amounts (M) = 2,95

Weighting = 0,90

Concept	Equipment rate	Total (€/Unit)	Act. RDL 2/2011
Loaded container of '20 or under	10,00	29,50	214.a.1
Loaded rigid vehicle with compartment, up to 6.10 metres in length	10,00	29,50	
Loaded container over 20'	15,00	44,25	
Loaded semi-trailer and trailer	15,00	44,25	
Loaded rigid or articulated vehicle over 6.10 metres in length	15,00	44,25	
Loaded HGV with trailer ("road-train")	25,00	73,75	
Vehicle weighing up to 2,500 kilos	0,50	1,48	
Vehicle weighing over 2,500 kilos	2,00	5,90	214.a.2.2
Empty container of 20' or under	0,90	2,66	
Empty rigid vehicle with compartment, up to 6.10 metres in length	0,90	2,66	
Empty container, bigger than 20'	1,80	5,31	
Empty semi-trailer and trailer	1,80	5,31	
Empty rigid or articulated vehicle over 6.10 metres in length	1,80	5,31	
Empty HGV with trailer ("road-train")	2,90	8,56	
Tractor head	0,60	1,77	
Other not described above (in mT)	0,50	1,48	

COEFFICIENTS BY DISCOUNTS	Coefficient	Act. RDL 2/2011
Goods and transportation elements in transit. It only applies to disembarking (cargo in transit is not charged)	1,00	214.b
Goods and transportation elements in transit. Cargo in transit is not charged. (It was already charged during the disembarking)	0,00	
Goods and transportation elements in transhipment. Vessels at berth. It only applies for disembarking	0,50	214.c.1
Goods and transportation elements in transhipment. Vessels berthed alongside. It only applies for disembarking	0,30	214.c.2
Goods and transportation elements in domestic traffic. To be paid in a single payment during the disembarking or embarking operation	1,00	214.d
Goods and transportation elements in land transit	0,50	214.e

COEFFICIENTS BY DISCOUNTS	Coefficient	Act. RDL 2/2011
Terminal with licensed berthing. Maritime access or departure	0,50	215.a.1
Terminal with licensed berthing. Maritime transit	0,25	215.a.2
Terminal with licensed berthing. Transshipment	0,20	215.a.3
Terminal with licensed berthing. Domestic traffic	0,50	215.a.4
Terminal without licensed berthing. Access or departure, maritime transit or transshipment	0,80	215.b
Licensed terminal. Land transit	0,40	215.c
Goods and their transportation elements in maritime transit	0,25	216.a
Goods and transportation elements accessing or leaving port in short-distance regular	0,80	216.b
Goods and transportation elements accessing or leaving port in short-distance regular maritime roro service	0,60	216.b
Goods and transportation elements accessing or leaving port which enter or leave the port service area by train	0,50	216.d

COEFFICIENTS FOR BONUS	Coefficient	Act. RDL 2/2011
Ro-Ro Throughput Cargo and Transportation Devices	0,60	245.3
Arriving or departing containerised cargo and transportation devices excluding arrival at/departure from the rail terminal area	0,60	245.3
Arriving or departing containerised cargo and transportation devices (arriving at / departing from the port service area by rail).	0,60	245.3
Liquid Bulk Transit. From 1.5 million tonnes per operator	0,90	245.3
Bay throughput (repairs, supplies, victuals, etc.), excluding exports	0,60	245.3
International logistics platform. Containers in transit	Hasta 0,40 (1)	245.4

(1) The coefficient would depend on the relationship between the real traffic of the terminal and the minimum traffic established in its concession title.

2. Modality for groups of goods

$T3 = (\text{Equipment element} \times \text{Basic amount (M)} \times \text{Weighting} \times \text{Element rate} \times \text{Discounts} \times \text{Bonus}) + (\text{Tonnes of cargo} \times \text{Basic quantity (M)} \times \text{Weighting} \times \text{Groups rate} \times \text{Discounts} \times \text{Bonus})$

Basic Amounts (M) = 2,95
Weighting = 0,90

Concept	Equipment rate	Total (€/Unit + €/mT)	Act. RDL 2/2011
First group	0,16	0,47	214.a.2.1
Second group	0,27	0,80	
Third group	0,43	1,27	
Fourth group	0,72	2,12	
Fifth group	1,00	2,95	
Empty container with 20' or under	0,90	2,66	214.a.2.2
Empty rigid vehicle with compartment up to 6,10 metres in length	0,90	2,66	
Empty container over 20'	1,80	5,31	
Empty semi-trailer and trailer over 6.10 metres in length	1,80	5,31	
Empty rigid or articulated vehicle with compartment over 6.10 metres in length	1,80	5,31	
Empty HGV with trailer ("road-train")	2,90	8,56	
Tractor head	0,60	1,77	
Other not described above (in mT)	0,50	1,48	

COEFFICIENTS BY DISCOUNTS	Coefficient	Act. RDL 2/2011
Goods and transportation elements in transit. It only applies to disembarking	1,00	214.b
Goods and transportation elements in transshipment. Vessels at berth. It only applies for disembarking	0,50	214.c.1
Goods and transportation elements in transshipment. Vessels berthed alongside. It only applies for disembarking	0,30	214.c.2
Goods and transportation elements in domestic traffic. It only applies for embarking or disembarking	0,00	214.d
Goods and transportation elements in land transit	0,50	214.e
Terminal with licensed berthing. Maritime access or departure	0,50	215.a.1
Terminal with licensed berthing. Maritime transit	0,25	215.a.2
Terminal with licensed berthing. Transshipping	0,20	215.a.3
Terminal with licensed berthing. Domestic traffic	0,50	215.a.4
Terminal without licensed berthing. Maritime access or departure, maritime transit or transshipping	0,80	215.b
Licensed terminal. Land transit	0,40	215.c
Goods and their elements of transportation in maritime transit	0,25	216.a
Goods and transportation elements in maritime access or departure in regular short-distance maritime service vessels	0,80	216.b
Goods and transportation elements in maritime access or departure in regular short-distance ro-ro maritime service vessels	0,60	216.b
Goods and transportation elements in maritime access or departure which enter or leave the port service area by train	0,50	216.d

The 3rd DT specifications will apply when berthing within the CEPSA refinery facilities.

COEFFICIENTS FOR BONUS	Coefficient	Act. RDL 2/2011
Ro-Ro Throughput Cargo and Transportation Devices	0,60	245.3
Arriving or departing containerised cargo and transportation devices excluding arrival at/departure from the rail terminal area	0,60	245.3
Arriving or departing containerised cargo and transportation devices (arriving at / departing from the port service area by rail).	0,60	245.3
Liquid Bulk Transit. From 1.5 million tonnes per operator	0,90	245.3
Bay throughput (repairs, supplies, victuals, etc.), excluding exports	0,60	245.3
International logistics platform. Containers in transit	Hasta 0,40 (1)	245.4

(1) The coefficient would depend on the relationship between the real traffic of the terminal and the minimum traffic established in its concession title.



Fresh fish rate (T4)

Rate liability: For use of port service zone waters and port works and facilities and working areas by fishing ships or boats. It also includes the use of port facilities by fresh fish. **Passive subjects:** The shipowner and the owner. **Substitute passive subjects:** The first purchaser or the licensee or authorized person in facilities provided by license or authorization. **Payment:** When the boat or the fresh fish enter the port service area. **Rate base:** Market value of the fish according to the criteria in article 221.

T4= (Fish value x Tax rate)

(*) According to the articles 222.a.1., 222.a.2., 222.b.1., 222.b.2., 222.c.1. y 222.c.2.

Concept	Not using the fish market		Using the fish market			
			Licensed fish market		Unlicensed fish market	
	Tax rate (%)	Total (€/measuring unit)	Tax rate (%)	Total (€/measuring unit)	Tax rate (%)	Total (€/measuring unit)
Maritime unload	1,8%	0,018	0,4%	0,004	2,2%	0,022
Land access	1,5%	0,015	0,3%	0,003	1,8%	0,018



Pleasure and sports craft rate (T5)

Rate liability: For use of port service zone waters and port works and facilities as well as electrical outlets and water supply by sports or pleasure craft. **Passive subjects:** The shipowner, shipping agent and captain or skipper. **Substitute passive subjects:** The licensee or authorized person in basins or sport port facilities provided under license or authorisation. **Payment:** When the sport or leisure craft enter the port service zone waters.

Full fee: The following table indicates the the mathematical formula to calculate the full amount not including the discounts and bonus which are listed below. Such discounts or bonus are extended succesively and exponentially when applicable and they not incur in any of the stated incompatibilities.

T5 (sqm (length x width) x Days x Basic amount (E) x Utilisation rate x Discounts)

Basic Amounts (E) = 0,124

Concept	Unlicensed (ZONE I)	
	Utilisation rate	Total (€/sqm/day)
Front to pier mooring and deadman, buoy or anchor	1,00	0,124
Front mooring with side pier installation	2,00	0,248
Side mooring at quay or pier	3,00	0,372
Berthing alongside a side-berthed boat	0,50	0,062
Deadman anchoring, buoy or fixed point	0,60	0,074
Anchoring with own means	0,04	0,0050

(*) According to the article 226.a.1.

Concept	Licensed (ZONE I)	
	With water surface area	
	Utilisation rate	Total (€/sqm/day)
Passing craft. Generally	0,39	0,048
Passing craft. Sail up to 12 metres in length	0,15	0,019
Passing craft. Motor up to 9 metres in length	0,15	0,019
Craft based at the port. Generally	0,32	0,040
Craft based at the port. Sail up to 12 metres in length	0,10	0,012
Craft based at the port. Motor up to 9 metres in length	0,10	0,012

(*) According to the articles 226.b.1. y 226.b.3.

COEFFICIENTS BY DISCOUNTS	Coefficient	Act. RDL 2/2011
Draughts less than 2 metres (LLW). (In unlicensed facilities)	0,50	226.a.1
Draughts less than 2 metres (LLW). (In licensed facilities)	0,50	226.b.2
Crafts pased at the port (In unlicensed facilities)	0,80	226.a.2
Simplified assessment modality (In licensed facilities)	0,75	228.2
License with no license for water space.	1,80	226.b.3



Special use of the transit zone rate (T6)

Liability rate: For using the cargo transit zone and its transportation elements. **Passive subjects:** The cargo owner. **Substitute passive subjects:** The shipping agent, forwarding agent or logistics operator. **Payment:** When the cargo and transportation elements exceed the time limits for using the transit area, connected with the payment of the cargo taxes.

Full fee: The following table indicates the mathematical formula to calculate the full fee. Four hours of franchise are established for rolling elements and 48 hours for the rest.

$$T6 = (\text{Surface (length and width)} \times \text{Days} \times \text{Basic amount (T)} \times \text{Utilisation rate})$$

$$\text{Basic Amounts (T)} = 0,105$$

(*) According to the article 234.1.

Concept	Utilisation rate	Total (€/sqm/day)
From the 1st to the 7th day	1,00	0,105
8th to 15th day	3,00	0,315
16th to 30th day	6,00	0,63
31st to 60th day	10,00	1,05
From the 60th day onwards	20,00	2,10



Vessel-Generated Waste Collection Service Fee

$$(\text{Coefficient} \times \text{basic amount(R)})$$

$$\text{Basic Amounts (R)} = 80 (*)$$

Vessel size	Coefficient
Between 0 and 2.500 GT	1,50
Between 2.501 and 25.000 GT	$0,0006 \times \text{GT}$
Between 25.001 and 100.000 GT	$(0,00012 \times \text{GT}) + 12$
Over 100.000 GT	24,00

(*) If the waste is collected using marine resources or within zone II, the basic amount will be increased by 25%



Updating of Commercial Operation fees

SUPPLIES	
Concept	2016
Algeciras local water (€/mT)	0,4445
Algeciras vessels water (€/mT)	0,6986
Local water other zones (€/mT)	0,7304
Water connection general vessels (€)	12,6806
Water connection others (€)	6,3403
Initial fee local water (€)	15,8508
General electricity supply (€/Kw h)	0,1778
Electricity fishing zone (€/Kw h)	0,1524
High voltage electricity (€/Kw h)	0,0953
Electricity connection vessels (€)	8,4538
Initial fee local electricity supply (€)	15,8508
Connection to automatic water dispenser	3,86

SERVICES PERFORMED AT ALGECIRAS FISH MARKET	
Concept	2016 (% on value of haul)
Fish market sales service	1,60 %
Fish market sales service with use of cold store	2,00 %
For issuing an entry invoice for hauls arriving at the fishing area by land	2,00 %
For issuing an entry invoice, but without use of the fish market	1,00 %

OTHERS	
Concept	2016
Ferry walkway (€/operation)	57,1591

This leaflet is of an informative nature only. Under all circumstances, the rates and fees - as well as the applicable conditions as established under Royal Decree 2/2011 (5th September) which approves the consolidated wording in the Law of State Ports and Merchant Navy Act and in the remaining applicable legislation.