

TOWAGE OF SHIPS

Ordinance n° 13/2016

Trieste 29.04.2016

ARTICLE 1

The enclosed tariff rates for the towage service in the port and roads of Trieste have been approved and entered in force.

ARTICLE 2

The former Ordinance n° 07/13 is cancelled.

All the parties concerned must comply to the contents of this Ordinance. Those who infringe the contents of this Ordinance, unless such an infringement does not constitute a specific or a much more serious misdemeanour, shall be persecuted in accordance with articles 1173, 1774 of the Navigation Code.

TARIFF RATES FOR THE TOWAGE SERVICE IN THE PORT AND ROADS OF TRIESTE

GROUP 1: VESSELS UP TO 30.000 G.T.

Art. 1

G.T.		ZONE "A" from Tor. Bovedo to pier n° 57 included, Scalo Legnami included	ZONE "B" from pier n° 57 excl. to P.ta Ronco (Oil Terminals excl.) S.Sabba included	ZONE "C" Oil Terminals (SIOT, SHELL)
Over	up to	Euro	Euro	Euro
	1.000	160,88	222,26	356,11
1.000	1.500	243,51	307,31	492,35
1.500	2.500	316,01	381,72	609,76
2.500	3.500	412,62	460,46	737,34
3.500	5.000	481,73	776,48	923,84
5.000	10.000	599,63	776,48	1.243,21
10.000	15.000	716,17	1.009,86	1.617,19
15.000	20.000	895,33	1.155,28	1.850,10
20.000	25.000	1.054,30	1.261,57	2.020,19
25.000	30.000	1.229,21	1.381,89	2.211,04

Art.2

The above tariff rates must be applied for each tug employed and include rope supplied by the tug.

Art. 3

For services performed on working days from 17.00 to 08.00 hours and on Holidays from 08.00 to 17.00 hours a 50% surcharge will be applied.

Art. 4

For services performed on Saturdays not holidays from 08.00 to 17.00 hours, a 40% surcharge will be applied, while for the remaining periods of time a 50% surcharge will be applied.

Art. 5

For services performed on Holidays from 17.00 to 08.00 a 100% surcharge will be applied.

Art. 6

Services fixed in over time, Saturdays and Holidays, that need the use of a higher number of tugs than those normally on watch duty, not effected due to reasons not imputable to the Grantee, two hours before and four hours after the fixed time, shall all the same be charged to the vessel cause of the delay but limited to the surcharges provided by articles 3, 4, 5 with the exclusion of the basic tariff rates provided by art. 1.

Art. 7

Services performed during two different periods of time which would be charged with two different tariff rates, shall be charged by applying the tariff rate applicable at the time of commencement of the service.

Art. 8

For vessels without main power a surcharge equal to 30% shall be applied.

Art. 9

If, owing to "vessel's fault", a service is cancelled when the tugs have already left their berth or are already available alongside, an amount equal to 50% of the relevant tariff will be charged.

Art. 10

If the tug, owing to "vessel's fault" remains alongside at disposal for a period of time exceeding one hour, 30% of the relevant tariff shall be charged.

Art. 11

Shifting of vessels between adjacent berths, effected in continuation without releasing the rope, shall be charged applying the rates provided by art. 1.
Shifting of vessels between non adjacent berths shall be charged with an amount equal to the double of the rates provided by art. 1.
Shifting of vessels from one berth to another, located on the same pier and/or wharf, ordered by the Port Authority for a better employment of the shore cranes, provided the service does not exceed two hours, shall be charged by applying the relevant tariff rate with a 50% reduction.

In case of shifting effected during normal working hours necessary for the completion of loading/unloading operations of cargoes or passengers in arrival/departure, the tariff rate indicated in the second comma shall have a 40% reduction. Such a reduction shall not apply to those vessel which during the same call have not used at least one towage service.

GROUP 2: VESSELS OVER 30.000 G.T.

Art. 12

G.T.		ZONE "A" from Tor. Bovedo to pier n° 57 included, Scalo Legnami included	ZONE "B" from pier n° 57 excl. to P.ta Ronco (Oil Terminals excl.) S.Sabba included	ZONE "C" Oil Terminals (SIOT, SHELL)
Over	up to	Euro	Euro	Euro
30.000	35.000	6.522,05	10.160,77	14.849,52
35.000	40.000	7.023,48	10.848,49	15.753,07
40.000	45.000	10.033,69	11.396,26	16.656,14
45.000	50.000	10.535,71	12.048,54	17.608,97
50.000	55.000	11.037,25	12.700,84	18.562,27
55.000	60.000	11.538,79	13.421,75	19.616,10
60.000	65.000	12.542,35	14.245,56	20.820,17
65.000	70.000	13.545,91	18.536,18	27.090,87
70.000	75.000	14.548,98	19.394,25	28.345,19
75.000	80.000	16.054,09	19.908,89	29.602,62
80.000	85.000	17.057,65	21.110,07	30.853,39
85.000	90.000	18.060,73	21.968,20	32.108,18
90.000	95.000	19.064,30	22.929,73	33.512,31
95.000	100.000	20.067,38	23.890,77	34.916,92
100.000	105.000	21.070,95	24.714,59	36.121,47

To vessels over 105.000 G.T. calling Zones "A" and "B" a surcharge of Euro 1.061,81 for each additional 5.000 G.T. shall be applied, while vessels over 105.000 G.T. calling Zone "C" will be charged with a surcharge of Euro 1.274,38 for each additional 5.000 G.T.

Art. 13

The tariff rates applicable to each vessel, include both arrival and departure manoeuvres, rope supply plus all eventual surcharges foreseen for over time, Saturday and holidays. Tariff rates for services rendered to same vessel, but ordered by different parties (Agency / Owners / Charterer, etc.), if not otherwise required, shall be divided by the number of tugs employed and the ratio shall then be multiplied for the number of tugs respectively used in arrival and in departure.

Art. 14

A 25% surcharge shall be applied for the towage of vessels without main power on that part of tariff calculated with the principles provided by art. 13.

Art. 15

If, owing to "vessel's fault", a service is cancelled when the tugs have already left their berth or are already available alongside, an amount equal to 15% of the relevant tariff calculated with the principles provided by art. 13 shall be charged.

Art. 16

If the tug, owing to "vessel's fault" remains alongside at disposal for the period exceeding one hour, 25% of the relevant tariff calculated with the principals provided by art. 13 shall be charged.

Art. 17

Shifting of vessels between berths located along the same pier, effected in continuation without releasing the rope, shall be charged with the rates provided by art. 12 with a 50% reduction.

Shifting of vessels between different berths will be charged with the rates provided by art. 12.

Art. 17 bis

To ferry RO-PAX, in alternative to tariffs provided by art. 1 and 12 of present decree, are applied following tariffs:

GT Over	GT Upto	Euro
-	1.000	160,88
1.000	1.500	243,51
1.500	2.500	316,01
2.500	3.500	412,62
3.500	5.000	481,73
5.000	10.000	599,63
10.000	15.000	716,17
15.000	20.000	895,33
20.000	25.000	1.054,30
25.000	30.000	1.229,21
30.000	35.000	1.383,12
35.000	40.000	1.543,54
40.000	45.000	1.703,96
45.000	50.000	1.864,38
50.000	55.000	2.024,78

To vessels over 55.000 G.T. a surcharge of Euro 158,96 for each additional 5.000 G.T. shall be applied.

The above tariff rates must be applied for each tug employed and include rope supplied by the tug.

To above mentioned type of vessels shall apply the provisions as per artt from 3 to 11 of present decree.

Art. 18

A 20% reduction on the rates provided by articles 1 or 12 shall be granted to container vessels employing their bow propeller during the manoeuvre.

Art. 19

The amounts relating to the basic tariff rates and to the fixed remuneration can be subject to derogation in such a manner and measure as specifically agreed upon between renown Italian Shipowner Associations and the Italian Tugowners Association (Assorimorchiatori).

Art. 20

The manoeuvre starts when the tow rope is given / taken or when the pushing begins and ends when the rope is released or when the pushing terminates.

Art. 21

In case of shifting between zones "A", "B" and "C" the tariff rate to be applied shall be the higher one.

Art. 22

Steam, electric power, fresh water and compressed air supply shall be charged with Euro 252,50 per tug per hour.

Art. 23

For tugs employed in assistance and/or for safety reasons to a berthed vessel the relevant tariff rate will be agreed upon between the Grantee and the vessel.

Art. 24

If not otherwise stated, all surcharges and reductions shall be calculated on the basic tariff rates.

Art. 25

Safe are the rights of the Grantee in accordance with articles 106 and 491 of the Navigation Code.

Art. 26

The invoices issued for the tugs' performances must be settled within 15 days from the date of issuance.

Art. 27

Invoices issued for the services foreseen by this Decree, complete with the Towage Service Declaration duly signed by the vessel's Master or by other representative of the shipowner, if one of the parties require so, shall be submitted to the approval of the Maritime Authority.

If the invoices are not paid the User must deposit the amount objected c/o the Maritime Authority. Moreover the Grantee must immediately inform the Maritime Authority about all eventual controversies arising as to the application of these tariff rates.

Art. 28

For the application of the relevant tariff rate, the vessel's International Gross Tonnage (G.T.) shall be determined as follows:

- a) for vessels in possess of the International Tonnage Certificate in accordance with the 1969 London Convention (Tonnage 69), the one indicated on such certificate;
- b) for vessel not having the International Tonnage Certificate, the respective gross tonnage (G.T.) will be calculated using the following formula issued by Registro Italiano Navale (R.I.Na.):

$$G.T. = K1 \times V$$

where $V = 2,832 \text{ VLT}$ and $K1 = 0,2 + 0,02 \text{ Log } V$

(VLT = total gross volume gathered from the total calculation of national tonnage).

If the application of the above formula is not possible owing to the lack of the necessary datas, the following formula issued by I.M.O., see their circular n° 653/94 may be adopted, although the gross tonnage obtained with this formula is less approximate than the one obtainable with the R.I.Na. formula:

$$G = VE \times a$$

where $VE = L \times B \times H$

L = length, in meters, as shown on the International Load Line Certificate

B = maximum breadth, in meters, as indicated on the registries or as per vessel's documents;

H = height measured on the side from the bottom of the highest continuous bridge, in meters, as indicated on the registries or as per vessel' documents;

a = to be calculated with the linear interpolation as per the following table:

	VE value	"a" value
fino	400	0,58
a		
	1.000	0,43
	5.000	0,35
	10.000	0,34
	25.000	0,33
	50.000	0,32
	100.000	0,31
	150.000	0,30
	200.000	0,29

250.000 and 0,28
over

Art. 29

For the calculation of the tariff rates when ferries are involved, the tonnage value as shown on the International Tonnage Certificate or the one obtained with the formula indicated in art. 29 b) must be adjusted according to the following coefficient:

PASSENGER FERRIES (Passenger Ro-Ro Cargo Ferries)	0,69
CARGO FERRIES (Ro-Ro Cargo General Cargo Ro-Ro Cargo Containers Ships Ro-Ro Cargo Ferries Ro-Ro Cargo Vehicles Carriers)	0,85
PASSENGER VESSELS	0,40