

PORT OF GOTHENBURG

# PORT TARIFF 2025

VERSION2- Effective from March 1, 2025 and valid until further notice.



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The primary source of information is:

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## Table of contents

1. Summary of detailed terms and conditions.....	3
2. PORT DUES .....	5
2.1 TANKERS .....	5
2.2 CONTAINER VESSELS.....	9
2.3 RORO VESSELS.....	12
2.4 CAR CARRIERS .....	15
2.5 ROPAX- & PASSENGER VESSELS .....	17
2.6 CRUISE VESSELS.....	20
2.7 BREAK BULK (LOLO VESSELS) .....	23
2.8 INLAND WATERWAYS .....	25
2.9 YACHTS .....	26
2.10 ARCHIPELAGO TRAFFIC .....	29
2.11 HARBOUR VESSELS .....	30
2.12 OTHER VESSELS .....	31
2.13 VESSELS AT EXTERNAL QUAYS AND PASSING VESSELS.....	36

# 1. Summary of detailed terms and conditions

## PORT DUES AND INVOICING

§1 The dues are based on GT (Gross Tonnage) as ascertained in accordance with the International Convention of Tonnage Measurement of Ships 1969, unless otherwise stated in the Tariff. When a vessel calls at the Port of Gothenburg for the first time, or if the vessel has been rebuilt since its last call, a valid revised tonnage certificate in accordance with the 1969 measurement regulations must be produced by the shipping company or its agent.

§2 The prices quoted below are in SEK and apply to complete calls, i.e. for arrival and departure to and from the port area.

§3 The minimum amount invoiced per vessel and per call is 500 SEK. The total amount invoiced is rounded off to the nearest whole SEK. The amount invoiced must reach the Port Authority (funds cleared) no later than 30 days after the date of the invoice. If payment does not reach the Port Authority by the due date, interest on overdue payments will be charged at the rate specified on the invoice.

§4 Request for payment in advance can be made. The Port Authority reserves the right to demand a bank guarantee.

§5 Should the Swedish government decree that special regulations are to apply to fees for certain types of vessels, such regulations will be observed.

§6 The Port Authority will not charge for waste as facilities for receiving ship-generated waste will be provided by the shipyards, or by an operator other than the Port Authority.

§7 No extra port fee is debited if a vessel leaves its quayside mooring in the Gothenburg general port area\* but remains with the Gothenburg VTS area\*. Not valid for vessels which have completed cargo operation and anchor, "for orders", within the Gothenburg VTS area.

§8 VAT Certificate. In 2018 new regulations were introduced in Sweden's VAT legislation regarding provisions to ships. In order to invoice port dues without VAT, it is necessary to have a certificate confirming that the relevant conditions for VAT exemption have been met for any vessel calling in at the Port of Gothenburg. If the conditions have not been met or if no certificate is provided at the time of debiting, 25 per cent VAT will be added.

Completed certificates are sent to [customerinvoices@portgot.se](mailto:customerinvoices@portgot.se). You can find the certificate form below. The certificates cover the ship's annual activities and we will therefore annually ask you to re-certify that the conditions for VAT exemption are still met.

## ENVIRONMENTAL DISCOUNTS

§9 The environmental discount is granted on condition of registration as per the regulations for ESI ([www.environmentalshipindex.org](http://www.environmentalshipindex.org)) or CSI ([www.cleanshippingindex.com](http://www.cleanshippingindex.com)). If there are any queries regarding the environmental discount, please contact [miljo@portgot.se](mailto:miljo@portgot.se).

## DISCOUNT ON WASTE DUES

§10 For ships in short sea shipping\*, a discount on the waste fee is provided in the form of a lower dues, SEK/GT for vessel generated solid waste. For ships actively working to reduce their waste volume and are able to provide a certificate confirming compliance with the requirements specified in Commission Implementing Regulation (EU) 2022/91, an additional discount of 0.05 SEK/GT is granted from the regular waste fee.

\*Short sea shipping includes all vessels with a European port as their latest port of call.

## EXTRA CHARGE FOR DISCHARGING SLUDGE AND WASTE

§11 A surcharge will be levied for any additional costs incurred by the Port Authority, or its contractors as a result of the port regulations not being followed. The terms and conditions for waste discharge and information on where and how waste is to be discharged can be found in the "General Port Regulations for the Port of Gothenburg", under the section marked "Waste". Discharging that has been ordered and not cancelled will be invoiced. You can download the "General Port Regulations for the Port of Gothenburg" on our website, [www.portofgothenburg.com](http://www.portofgothenburg.com).

## EXCEPTION REGARDING SLUDGE AND WASTE DUES

§12 Vessels that have been granted exemption from the compulsory discharge of ship-generated waste in Swedish ports by the Transport Agency do not pay any sludge or waste dues in the Port of Gothenburg.

## DEFINITION OF TYPE OF VESSEL

§13 The Port Authority reserves the right to define the type of vessel.

## DEFINITION OF TYPE OF TRAFFIC

§14 The Gothenburg Port Authority retains the right to define the type of traffic, such as the terms "shipping route" and "service".

## DIFFERENCE IN INTERPRETATION

§15 In the event of a difference in interpretation of the Port Tariff, the most recently published Swedish version applies. Disputes concerning the Port Tariff shall be settled at the Gothenburg District Court.

## REVISION OF PORT TARIFF

§16 The Port Authority reserves the right to revise the Port Tariff at any time during the year.

## TERMS ACCORDING TO THE PORT SERVICES REGULATION

§17 Below is a clarification of the fees applied according to this document and how they are categorized in accordance with Regulation (EU) 2017/352 establishing a framework for the provision of port services and common rules for financial transparency in ports (Port Services Regulation).

Terms according to the Port Tariff	Type of dues according to the port services regulation
Port infrastructure charge	Port infrastructure charge
Dues for ship-generated waste	Port charge
Dues for fresh water	Port infrastructure charge
Port dues for Cargo (rinsing water)	Port charge
Lay-up dues	Port infrastructure charge
Dues for connecting to OPS energy port	Port charge
Dues for connecting to the mains (electricity)	Port charge
Security patrol and ISPS due	Port infrastructure charge

## 2. PORT DUES

### 2.1 TANKERS

#### PORT INFRASTRUCTURE DUES

The dues for tankers is tailored to the specific infrastructure requirements and operational needs of these vessels. Additionally, consideration is given to the cargo capacity of the ships and other market conditions

Dues are calculated based on GT bands, and for the vessel's total GT.

PORT INFRASTRUCTURE DUES	
0 – 2 300 GT	3,04 SEK/GT
2 301 – 3 300 GT	3,70 SEK/GT
3 301 – 15 000 GT	4,08 SEK/GT
> 15 001 GT	5,75 SEK/GT

#### REBATE FOR VESSELS WITH AN INTEGRATED PIPE TUNNEL ON DECK

Port dues for vessels with an integrated pipe tunnel on deck will be reduced by a percentage in direct proportion to the ratio of the pipe tunnel to the vessel's total GT. Applies when the certificate is shown.

#### DISCHARGING SLOP (RINSING WATER) TO RECIPIENT FACILITIES

Full port dues will be levied on vessels calling at the Port of Gothenburg to discharge slop originating from another location, or from vessels not calling at the port. For vessels calling at the Port of Gothenburg solely to discharge their own slop, the port dues will be levied at the rate applicable to vessels calling for repairs in accordance with Section 2.12.

## DUES FOR SHIP-GENERATED WASTE

The Port of Gothenburg charges for receiving waste from vessels in accordance with Swedish legislation.

DUES FOR SHIP-GENERATED SOLID WASTE	
Vessels arriving from European ports	0,13 SEK/GT
Vessels arriving from non-European ports	0,24 SEK/GT
Discount with certificates	- 0,05 SEK/GT

The discount applies if the vessel is certified according to Commission Implementing Regulation (EU) 2022/91.

#### DUES FOR SLUDGE AND OILY BILGE WATER

Sludge from vessels arriving from European ports, up to 11 m <sup>3</sup>	0,17 SEK/GT
Sludge from vessels arriving from non-European ports, up to 11 m <sup>3</sup>	0,27 SEK/GT
Sludge exceeding 11 m <sup>3</sup>	2 300 SEK/m <sup>3</sup>

The terms and conditions for discharging waste, and information on where and how waste should be discharged, are published in the Port of Gothenburg General Port Regulations.

#### DUES FOR SCRUBBER WASTE

Administration fee	750 SEK
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Scrubber waste unloaded in the Port of Gothenburg will be charged at the actual cost plus an administration fee.

## ENVIRONMENTAL DISCOUNTS

Vessels with a minimum ESI score of 30 points or at least CSI-class 4 will be granted a 10% discount on the port infrastructure dues, based on GT.

Vessels that bunker at least 30% fossil-free fuel of their annual consumption get an additional 10% discount. The condition for receiving the new environmental discount is that the fossil-free fuel must be bunkered in Gothenburg. The purpose of the new environmental discount is to speed up the transition to more climate-neutral shipping and is therefore planned to last a number of years.

The discount is given retroactively upon receipt of documentation showing:

- The amount of fossil-free fuel bunkered in Gothenburg (X thousand tonnes per year)
- The vessel's total annual consumption of bunkered fuel (Y thousand tonnes per year)

#### CALCULATION MODELS

In 2025, a vessel with a GT of 50,000 bunkered X thousand tonnes of fossil-free fuel in Gothenburg. The vessel's 2025 bunker consumption totals Y thousand tonnes. If  $X/Y > 0.3$  a discount of 10% of paid-in Port infrastructure dues is repaid.

The number of port calls during the year  $\times$  50,000 GT  $\times$  current port dues (price/GT)  $\times$  0.1 = Retroactive discount.

## DUES FOR FRESH WATER

Dues are levied for fresh water when delivered from quayside fire hydrants owned by and at the disposal of the Port of Gothenburg.

FRESH WATER	
Fresh water < 50m <sup>3</sup>	0 SEK
Fresh water > 50m <sup>3</sup>	45 SEK/m <sup>3</sup>

## OTHER DUES

RINSING WATER	
Port dues for cargo	6 SEK/ton

Dues are levied for rinsing water originating from another location, or from vessels not calling at the port.

LAY-UP DUES	
<p>Gothenburg's Energy Port does not have the facilities to offer extra lay-up time before commencing unloading/loading. After unloading/loading has been completed, extra lay-up time can only be granted in exceptional cases.</p> <p>Lay-up dues are levied if a vessel remains moored at the quay for more than 24 hours after unloading/loading has been completed. No lay-up dues are levied if the lay-up is due to circumstances under the control of the Port Authority or the Swedish Maritime Administration. The dues are calculated based on the vessel's length overall (LOA) in metres.</p>	
Port dues for each calendar day or part thereof	44 SEK/m (LOA)

DUES FOR CONNECTING TO OPS	
Connection Fee – only one fee per port call	7 000 SEK
Variable electricity consumption is invoiced	Variable (depending on consumption and spot price)

To connect to OPS (Onshore Power Supply) at jetty 519, 520 or 521 in the Energy Port, the vessel needs to be approved by Port of Gothenburg. A request to connect/approval shall be done in advance by filling in a form found under E-services at Port of Gothenburg's website – OPS Energy Port.

It is compulsory, for all vessels, fitted with electrical connection, mooring at jetty 519, 520 or 521, to use OPS Energy Port if they have received approval by Port of Gothenburg.

# CALCULATION MODELS

## TANKERS

A vessel at 14 000 GT arrives at the Port of Gothenburg from a port in Europe. The vessel has an ESI score of at least 30 points. Leaves 15 m<sup>3</sup> (> 11 m<sup>3</sup>) sludge and receives a SEK 0.05 discount/GT on the waste fee when a valid certificate can be presented.

Port infrastructure dues	14 000 GT x 4,08 SEK	= 57 120 SEK
ESI/CSI discount	14 000 GT x 4,08 SEK -10%	= - 5 712 SEK
Sludge	14 000 GT x 0,17 SEK	= 2 380 SEK
Sludge exceeding 11m <sup>3</sup>	4m <sup>3</sup> x 2 300 SEK	= 9 200 SEK
Solid waste	14 000 GT x 0,13 SEK	= 1 820 SEK
Discount with certificates	14 000 GT x -0,05 SEK	= - 700 SEK
<b>Total port tariff</b>		<b>= 64 108 SEK</b>

A vessel at 120 000 GT arrives at the Port of Gothenburg from a port outside of Europe. The vessel has an ESI score of at least 30 points. Leaves 15 m<sup>3</sup> (> 11 m<sup>3</sup>) sludge

Port infrastructure dues	120 000 GT x 5,75 SEK	= 690 000 SEK
ESI/CSI discount	120 000 GT x 5,75 SEK -10%	= - 69 000 SEK
Sludge	120 000 GT x 0,27 SEK	= 32 400 SEK
Sludge exceeding 11m <sup>3</sup>	4m <sup>3</sup> x 2 300 SEK	= 9 200 SEK
Solid waste	120 000 GT x 0,24 SEK	= 28 800
<b>Total port tariff</b>		<b>= 691 400 SEK</b>



## 2.2 CONTAINER VESSELS

### PORT INFRASTRUCTURE DUES

Dues are based on a system of progressive banding, i.e. for the first 20,000 GT, the vessel is charged at the 0– 20,000 GT band rate, for the next 20,000 GT, the charge is at the 20,001– 40,000 GT band rate, etc.

The dues for container vessels are designed to reflect the cargo capacity of the vessels and their varying cargo turnover per call. Consideration is also given to other market conditions.

PORT INFRASTRUCTURE DUES	
0 - 20 000 GT	1,91 SEK/GT
20 001 - 40 000 GT	1,67 SEK/GT
40 001 – 60 000 GT	1,12 SEK/GT
> 60 001 GT	0,78 SEK/GT

### DUES FOR SHIP-GENERATED WASTE

The Port of Gothenburg charges for receiving waste from vessels in accordance with Swedish legislation.

DUES FOR SHIP-GENERATED SOLID WASTE	
Vessels arriving from European ports	0,13 SEK/GT
Vessels arriving from non-European ports	0,24 SEK/GT
Discount with certificates	- 0,05 SEK/GT

The discount applies if the vessel is certified according to Commission Implementing Regulation (EU) 2022/91.

DUES FOR SLUDGE AND OILY BILGE WATER	
Sludge from vessels arriving from European ports, up to 11 m <sup>3</sup>	0,17 SEK/GT
Sludge from vessels arriving from non-European ports, up to 11 m <sup>3</sup>	0,27 SEK/GT
Sludge exceeding 11 m <sup>3</sup>	2 300 SEK/m <sup>3</sup>

The terms and conditions for discharging waste, and information on where and how waste should be discharged, are published in the Port of Gothenburg General Port Regulations.

#### DUES FOR SCRUBBER WASTE

Administration fee	750 SEK
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Scrubber waste unloaded in the Port of Gothenburg will be charged at the actual cost plus an administration fee.

## ENVIRONMENTAL DISCOUNTS

Vessels with a minimum ESI score of 30 points or at least CSI-class 4 will be granted a 10% discount on the port infrastructure dues, based on GT.

Vessels that bunker at least 30% fossil-free fuel of their annual consumption get an additional 10% discount. The condition for receiving the new environmental discount is that the fossil-free fuel must be bunkered in Gothenburg. The purpose of the new environmental discount is to speed up the transition to more climate-neutral shipping and is therefore planned to last a number of years.

The discount is given retroactively upon receipt of documentation showing:

- The amount of fossil-free fuel bunkered in Gothenburg (X thousand tonnes per year)
- The vessel's total annual consumption of bunkered fuel (Y thousand tonnes per year)

#### CALCULATION MODELS

In 2025, a vessel with a GT of 50,000 bunkered X thousand tonnes of fossil-free fuel in Gothenburg. The vessel's 2025 bunker consumption totals Y thousand tonnes. If  $X/Y > 0.3$  a discount of 10% of paid-in Port infrastructure dues is repaid.

The number of port calls during the year  $\times$  50,000 GT  $\times$  current port dues (price/GT)  $\times$  0.1 = Retroactive discount.

## OTHER DISCOUNTS

#### INTRODUCTORY DISCOUNT

New services may be subject to introductory discount.

#### FREQUENCY DISCOUNT

Scheduled shipping routes with calls at the Port of Gothenburg twice on the same route (import call and export call) are entitled to a 50% discount on port dues based on GT for the second call.

# CALCULATION MODELS

## CONTAINER VESSELS

A vessel of 70 000 GT arrives at the Port of Gothenburg from a port in Europe. Leaves 15m<sup>3</sup> (> 11m<sup>3</sup>) sludge.

Port infrastructure dues	(20 000 GT × 1,91 SEK ) + (20 000 GT × 1,67 SEK) + (20 000 GT × 1,12 SEK ) + (10 000 GT × 0,78SEK )	= 101 800 SEK
Sludge	70 000 GT x 0,17 SEK	= 11 900 SEK
Sludge exceeding 11m <sup>3</sup>	4m <sup>3</sup> x 2 300 SEK	= 9 200 SEK
Solid waste	70 000 GT x 0,13 SEK	= 9 100 SEK
<b>Total port tariff</b>		<b>= 132 000 SEK</b>

A vessel of 12,000 GT arrives at the Port of Gothenburg from a port outside of Europe. The vessel has an ESI score of at least 30 points.

Port infrastructure dues	12 000 GT x 1,91 SEK	= 22 920 SEK
ESI/CSI discount	12 000 GT x 1,91 SEK -10%	= - 2 292 SEK
Sludge	12 000 GT x 0,27 SEK	= 3 240 SEK
Solid waste	12 000 GT x 0,24 SEK	= 2 880 SEK
<b>Total port tariff</b>		<b>= 26 748 SEK</b>

## 2.3 RORO VESSELS

### PORT INFRASTRUCTURE DUES

Dues are based on a system of progressive banding, i.e. the first two calls for one service (as recognised by the Port Authority) are charged at the 1–2 calls per week band rate. For the next call during that week, the charge is at the 3–6 calls per week band rate, etc. The term “week” refers to a calendar week, and from Monday–Sunday.

The due level for RORO vessels is designed to reflect the nature of liner traffic and encourage high frequency for intra-European transport. The calls are characterized by large cargo capacity and high capacity utilization. The frequency discount is designed to enhance competitiveness compared to land-based transport.

PORT INFRASTRUCTURE DUES	
1 - 2 calls per week and service	1,53 SEK/GT
3 - 6 calls per week and service	1,25 SEK/GT
7 or more calls per week and service	0,82 SEK/GT

### DUES FOR SHIP-GENERATED WASTE

The Port of Gothenburg charges for receiving waste from vessels in accordance with Swedish legislation.

DUES FOR SHIP-GENERATED SOLID WASTE	
Vessels arriving from European ports	0,13 SEK/GT
Vessels arriving from non-European ports	0,24 SEK/GT
Discount with certificates	- 0,05 SEK/GT

The discount applies if the vessel is certified according to Commission Implementing Regulation (EU) 2022/91.

DUES FOR SLUDGE AND OILY BILGE WATER	
Sludge from vessels arriving from European ports, up to 11 m <sup>3</sup>	0,17 SEK/GT
Sludge from vessels arriving from non-European ports, up to 11 m <sup>3</sup>	0,27 SEK/GT
Sludge exceeding 11 m <sup>3</sup>	2 300 SEK/m <sup>3</sup>

The terms and conditions for discharging waste, and information on where and how waste should be discharged, are published in the Port of Gothenburg General Port Regulations.

#### DUES FOR SCRUBBER WASTE

Administration fee	750 SEK
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Scrubber waste unloaded in the Port of Gothenburg will be charged at the actual cost plus an administration fee.

## ENVIRONMENTAL DISCOUNTS

Vessels with a minimum ESI score of 30 points or at least CSI-class 4 will be granted a 10% discount on the port infrastructure dues, based on GT.

Vessels that bunker at least 30% fossil-free fuel of their annual consumption get an additional 10% discount. The condition for receiving the new environmental discount is that the fossil-free fuel must be bunkered in Gothenburg. The purpose of the new environmental discount is to speed up the transition to more climate-neutral shipping and is therefore planned to last a number of years.

The discount is given retroactively upon receipt of documentation showing:

- The amount of fossil-free fuel bunkered in Gothenburg (X thousand tonnes per year)
- The vessel's total annual consumption of bunkered fuel (Y thousand tonnes per year)

#### CALCULATION MODELS

In 2025, a vessel with a GT of 50,000 bunkered X thousand tonnes of fossil-free fuel in Gothenburg. The vessel's 2025 bunker consumption totals Y thousand tonnes. If  $X/Y > 0.3$  a discount of 10% of paid-in Port infrastructure dues is repaid.

The number of port calls during the year  $\times$  50,000 GT  $\times$  current port dues (price/GT)  $\times$  0.1 = Retroactive discount.

## OTHER DISCOUNTS

#### INTRODUCTORY DISCOUNT

New services may be subject to introductory discount.

# CALCULATION MODELS

## RORO VESSELS

A Roro vessel of 20 000 GT arrives at the Port of Gothenburg for the seventh time per week and service. The vessel arrives from a port in Europe. The vessel has an ESI score of at least 30 points. Leaves 15 m<sup>3</sup> (>11 m<sup>3</sup>) sludge.

Port infrastructure dues	20 000 GT x 0,82 SEK	= 16 400 SEK
ESI/CSI discount	20 000 GT x 0,82 SEK -10%	= - 1 640 SEK
Sludge	20 000 GT x 0,17 SEK	= 3 400 SEK
Sludge exceeding 11m <sup>3</sup>	4m <sup>3</sup> x 2 300 SEK	= 9 200 SEK
Solid waste	20 000 GT x 0,13 SEK	= 2 600
<b>Total port tariff</b>		<b>= 29 960 SEK</b>

## 2.4 CAR CARRIERS

### PORT INFRASTRUCTURE DUES

The due level for car carriers is designed to reflect the nature of liner traffic, including the need for frequency and the lower cargo turnover per call for car carriers. These vessels are primarily transoceanic with large cargo capacity.

PORT INFRASTRUCTURE DUES	
Car carriers	0,98 SEK/GT

### DUES FOR SHIP-GENERATED WASTE

The Port of Gothenburg charges for receiving waste from vessels in accordance with Swedish legislation.

DUES FOR SHIP-GENERATED SOLID WASTE	
Vessels arriving from European ports	0,13 SEK/GT
Vessels arriving from non-European ports	0,24 SEK/GT
Discount with certificates	- 0,05 SEK/GT

The discount applies if the vessel is certified according to Commission Implementing Regulation (EU) 2022/91.

DUES FOR SLUDGE AND OILY BILGE WATER	
Sludge from vessels arriving from European ports, up to 11 m <sup>3</sup>	0,17 SEK/GT
Sludge from vessels arriving from non-European ports, up to 11 m <sup>3</sup>	0,27 SEK/GT
Sludge exceeding 11 m <sup>3</sup>	2 300 SEK/m <sup>3</sup>

The terms and conditions for discharging waste, and information on where and how waste should be discharged, are published in the Port of Gothenburg General Port Regulations.

DUES FOR SCRUBBER WASTE	
Administration fee	750 SEK

Scrubber waste unloaded in the Port of Gothenburg will be charged at the actual cost plus an administration fee.

## ENVIRONMENTAL DISCOUNTS

Vessels with a minimum ESI score of 30 points or at least CSI-class 4 will be granted a 10% discount on the port infrastructure dues, based on GT.

Vessels that bunker at least 30% fossil-free fuel of their annual consumption get an additional 10% discount. The condition for receiving the new environmental discount is that the fossil-free fuel must be bunkered in Gothenburg. The purpose of the new environmental discount is to speed up the transition to more climate-neutral shipping and is therefore planned to last a number of years.

The discount is given retroactively upon receipt of documentation showing:

- The amount of fossil-free fuel bunkered in Gothenburg (X thousand tonnes per year)
- The vessel's total annual consumption of bunkered fuel (Y thousand tonnes per year)

### CALCULATION MODELS

In 2025, a vessel with a GT of 50,000 bunkered X thousand tonnes of fossil-free fuel in Gothenburg. The vessel's 2025 bunker consumption totals Y thousand tonnes. If  $X/Y$  is  $> 0.3$  a discount of 10% of paid-in Port infrastructure dues is repaid.

The number of port calls during the year  $\times$  50,000 GT  $\times$  current port dues (price/GT)  $\times$  0.1 = Retroactive discount.

## OTHER DISCOUNTS

### INTRODUCTORY DISCOUNT

New services may be subject to introductory discount.

## CALCULATION MODELS

### BREAK BULK (LOLO VESSELS)

A vessel of 60 000 GT arrives at the car terminal from a port in Europe. The vessel leaves 15 m<sup>3</sup> ( $> 11$  m<sup>3</sup>) sludge and receives a 0,05 SEK discount/GT on the waste-due as a valid certificate is presented.

Port infrastructure dues	60 000 GT $\times$ 0,98 SEK	= 58 800 SEK
Sludge	60 000 GT $\times$ 0,17 SEK	= 10 200 SEK
Sludge exceeding 11m <sup>3</sup>	4 m <sup>3</sup> $\times$ 2 300 SEK	= 9 200 SEK
Solid waste	60 000 GT $\times$ 0,13 SEK	= 7 800 SEK
Solid waste-discount	60 000 GT $\times$ - 0,05 SEK	= 3 000
<b>Total port tariff</b>		<b>= 83 000 SEK</b>



## 2.5 ROPAX- & PASSENGER VESSELS

### PORT INFRASTRUCTURE DUES

This refers to vessels carrying passengers and freight, passengers and vehicles or only passengers, and that are in regular service available to the general public, in accordance with a sailing schedule approved by the Port of Gothenburg.

Dues are based on a system of progressive banding, i.e. the first two calls for one service (as recognised by the Port Authority) are charged at the 1–2 calls per week band rate. For the next call during the week, the charge is at the 3–6 calls per week band rate, etc. The term “week” refers to a calendar week, and from Monday–Sunday.

The due level for Ropax vessels and passenger ferries is designed to reflect the nature of liner traffic and encourage high frequency for intra-European transport. The calls are characterized by large cargo capacity and high capacity utilization. The frequency discount is designed to enhance competitiveness compared to land-based transport.

PORT INFRASTRUCTURE DUES	
1 - 2 calls per week and service	1,53 SEK/GT
3 - 6 calls per week and service	1,25 SEK/GT
7 - 20 calls per week and service	0,82 SEK/GT
21 or more calls per week and service	0,65 SEK/GT

### DUES FOR SHIP-GENERATED WASTE

The Port of Gothenburg charges for receiving waste from vessels in accordance with Swedish legislation.

DUES FOR SHIP-GENERATED SOLID WASTE	
Vessels arriving from European ports	0,13 SEK/GT
Vessels arriving from non-European ports	0,24 SEK/GT
Discount with certificates	- 0,05 SEK/GT

The discount applies if the vessel is certified according to Commission Implementing Regulation (EU) 2022/91.

DUES FOR SLUDGE AND OILY BILGE WATER	
Sludge from vessels arriving from European ports, up to 11 m <sup>3</sup>	0,17 SEK/GT
Sludge from vessels arriving from non-European ports, up to 11 m <sup>3</sup>	0,27 SEK/GT
Sludge exceeding 11 m <sup>3</sup>	2 300 SEK/m <sup>3</sup>

The terms and conditions for discharging waste, and information on where and how waste should be discharged, are published in the Port of Gothenburg General Port Regulations.

#### DUES FOR SCRUBBER WASTE

Administration fee	750 SEK
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Scrubber waste unloaded in the Port of Gothenburg will be charged at the actual cost plus an administration fee.

## ENVIRONMENTAL DISCOUNTS

Vessels with a minimum ESI score of 30 points or at least CSI-class 4 will be granted a 10% discount on the port infrastructure dues, based on GT.

Vessels that bunker at least 30% fossil-free fuel of their annual consumption get an additional 10% discount. The condition for receiving the new environmental discount is that the fossil-free fuel must be bunkered in Gothenburg. The purpose of the new environmental discount is to speed up the transition to more climate-neutral shipping and is therefore planned to last a number of years.

The discount is given retroactively upon receipt of documentation showing:

- The amount of fossil-free fuel bunkered in Gothenburg (X thousand tonnes per year)
- The vessel's total annual consumption of bunkered fuel (Y thousand tonnes per year)

#### CALCULATION MODELS

In 2025, a vessel with a GT of 50,000 bunkered X thousand tonnes of fossil-free fuel in Gothenburg. The vessel's 2025 bunker consumption totals Y thousand tonnes. If  $X/Y > 0.3$  a discount of 10% of paid-in Port infrastructure dues is repaid.

The number of port calls during the year  $\times$  50,000 GT  $\times$  current port dues (price/GT)  $\times$  0.1 = Retroactive discount.

## LAY-UP DUES

#### LAY-UP DUES

For quays 33–37, lay-up dues are levied for each calendar day or part thereof. The dues are calculated based on the vessel's length overall (LOA) in metres.

Port dues for each calendar day or part thereof	44 SEK/m (LOA)
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# CALCULATION MODELS

## ROPAX- & PASSENGER VESSELS

A Ropax and passenger vessel arrives at the Port of Gothenburg for the seventh time per week and service. The vessel arrives from a port in Europe. The vessel has an ESI score of at least 30 points.

Port infrastructure dues	20 000 GT x 0,82 SEK	= 16 400 SEK
ESI/CSI discount	20 000 GT x 0,82 SEK -10%	= - 1 640 SEK
Sludge	20 000 GT x 0,17 SEK	= 3 400 SEK
Solid waste	20 000 GT x 0,13 SEK	= 2 600 SEK
<b>Total port tariff</b>		<b>= 20 760 SEK</b>

## 2.6 CRUISE VESSELS

### PORT INFRASTRUCTURE DUES

The due level for cruise ships is designed to account for their seasonal traffic and high demands on passenger services. Incentives for making multiple calls by the same cruise line or outside the regular season are offered in the form of discounts.

Dues are calculated based on GT bands, and for the vessel's total GT. The following dues are levied.

PORT INFRASTRUCTURE DUES	
0 - 20 000 GT	5,64 SEK/GT, to a maximum of 69 800 SEK
> 20 001 GT	3,49 SEK/GT

For cruise liners belonging to the same shipping company, or to a company operating under the same brand, there is a 15% discount off port dues from the seventh call at the Port of Gothenburg in any single season. Cruise operators that do not belong to or are not owned by a shipping group may be offered an alternative discount structure.

Seasonal rebates: -30%/GT during the period 1 October – 30 April. May not be combined with discount for seventh call and thereafter.

For vessels that cancel their call less than 4 weeks before the planned call date, an ISPS fee of 20 000 SEK will be charged. For vessels that stay longer than one calendar day, an ISPS fee of 20 000 SEK will be charged for each commenced calendar day occurring after the first calendar day.

### DUES FOR SHIP-GENERATED WASTE

The Port of Gothenburg charges for receiving waste from vessels in accordance with Swedish legislation.

DUES FOR SHIP-GENERATED SOLID WASTE	
Vessels arriving from European ports	0,13 SEK/GT
Vessels arriving from non-European ports	0,24 SEK/GT
Discount with certificates	- 0,05 SEK/GT

The discount applies if the vessel is certified according to Commission Implementing Regulation (EU) 2022/91.

DUES FOR SLUDGE AND OILY BILGE WATER	
Sludge from vessels arriving from European ports, up to 11 m <sup>3</sup>	0,17 SEK/GT
Sludge from vessels arriving from non-European ports, up to 11 m <sup>3</sup>	0,27 SEK/GT
Sludge exceeding 11 m <sup>3</sup>	2 300 SEK/m <sup>3</sup>

The terms and conditions for discharging waste, and information on where and how waste should be discharged, are published in the Port of Gothenburg General Port Regulations.

DUES FOR SCRUBBER WASTE	
Administration fee	750 SEK

Scrubber waste unloaded in the Port of Gothenburg will be charged at the actual cost plus an administration fee.

## ENVIRONMENTAL DISCOUNTS

Vessels with a minimum ESI score of 30 points or at least CSI-class 4 will be granted a 10% discount on the port infrastructure dues, based on GT.

Vessels that bunker at least 30% fossil-free fuel of their annual consumption get an additional 10% discount. The condition for receiving the new environmental discount is that the fossil-free fuel must be bunkered in Gothenburg. The purpose of the new environmental discount is to speed up the transition to more climate-neutral shipping and is therefore planned to last a number of years.

The discount is given retroactively upon receipt of documentation showing:

- The amount of fossil-free fuel bunkered in Gothenburg (X thousand tonnes per year)
- The vessel's total annual consumption of bunkered fuel (Y thousand tonnes per year)

### CALCULATION MODELS

In 2025, a vessel with a GT of 50,000 bunkered X thousand tonnes of fossil-free fuel in Gothenburg. The vessel's 2025 bunker consumption totals Y thousand tonnes. If X/Y is > 0.3 a discount of 10% of paid-in Port infrastructure dues is repaid.

The number of port calls during the year × 50,000 GT × current port dues (price/GT) × 0.1 = Retroactive discount.

## DUES FOR FRESH WATER

Dues are levied for fresh water when delivered from quayside fire hydrants owned by and at the disposal of the Port of Gothenburg.

FRESH WATER	
Rate per commenced m <sup>3</sup>	45 SEK/m <sup>3</sup>
Connection fee weekdays 08.00 hrs – 19.00 hrs	880 SEK
Connection fee at any other time	2 680 SEK

## CALCULATION MODELS

### CRUISE VESSELS

A vessel of 40,000 GT arrives at the Port of Gothenburg on a Thursday at 08.00 hrs from a port in Europe. This is the vessel's first visit to the Port for the season. The vessel wants to stock up with 200 m<sup>3</sup> of fresh water.

Port infrastructure dues	40 000 GT x 3,49 SEK	= 139 600 SEK
Fresh water	200 m <sup>3</sup> x 45 SEK	= 9 000 SEK
Fresh water connection fee	Weekday, 08:00 - 19:00	= 880 SEK
Sludge	40 000 GT x 0,17 SEK	= 6 800 SEK
Solid waste	40 000 GT x 0,13 SEK	= 5 200 SEK
ISPS fee	Two days after the start of the first calendar day, 2 x 20000 SEK	= 40 000 SEK
<b>Total port tariff</b>		<b>= 161 480 SEK</b>

A vessel of 90,000 GT arrives at the Port of Gothenburg from a port outside of Europe. The vessel belongs to a shipping group that has already called at the Port six times for the season; this is the group's seventh visit for the season. The vessel has an ESI score of at least 30 points.

Port infrastructure dues	90 000 GT x 3,49 SEK	= 314 100 SEK
Discounted port infrastructure dues	90 000 GT x 3,49 SEK - 15%	= - 47 115 SEK
ESI/CSI discount	90 000 GT x 3,49 SEK -15% - 10%	= - 26 699 SEK
Sludge	90 000 GT x 0,27 SEK	= 24 300 SEK
Solid waste	90 000 GT x 0,24 SEK	= 21 600 SEK
<b>Total port tariff</b>		<b>= 286 187 SEK</b>

## 2.7 BREAK BULK (LOLO VESSELS)

### PORT INFRASTRUCTURE DUES

The due level for general cargo vessels is designed for breakbulk cargo in regular traffic at non-dedicated quays.

These port dues refer solely to Break Bulk (Lolo) vessels carrying processed forest and steel products.

PORT INFRASTRUCTURE DUES	
All LoLo vessels	2,08 SEK/GT

### DUES FOR SHIP-GENERATED WASTE

The Port of Gothenburg charges for receiving waste from vessels in accordance with Swedish legislation.

DUES FOR SHIP-GENERATED SOLID WASTE	
Vessels arriving from European ports	0,13 SEK/GT
Vessels arriving from non-European ports	0,24 SEK/GT
Discount with certificates	- 0,05 SEK/GT

The discount applies if the vessel is certified according to Commission Implementing Regulation (EU) 2022/91.

DUES FOR SLUDGE AND OILY BILGE WATER	
Sludge from vessels arriving from European ports, up to 11 m <sup>3</sup>	0,17 SEK/GT
Sludge from vessels arriving from non-European ports, up to 11 m <sup>3</sup>	0,27 SEK/GT
Sludge exceeding 11 m <sup>3</sup>	2 300 SEK/m <sup>3</sup>

The terms and conditions for discharging waste, and information on where and how waste should be discharged, are published in the Port of Gothenburg General Port Regulations.

DUES FOR SCRUBBER WASTE	
Administration fee	750 SEK

Scrubber waste unloaded in the Port of Gothenburg will be charged at the actual cost plus an administration fee.

## ENVIRONMENTAL DISCOUNTS

Vessels with a minimum ESI score of 30 points or at least CSI-class 4 will be granted a 10% discount on the port infrastructure dues, based on GT.

Vessels that bunker at least 30% fossil-free fuel of their annual consumption get an additional 10% discount. The condition for receiving the new environmental discount is that the fossil-free fuel must be bunkered in Gothenburg. The purpose of the new environmental discount is to speed up the transition to more climate-neutral shipping and is therefore planned to last a number of years.

The discount is given retroactively upon receipt of documentation showing:

- The amount of fossil-free fuel bunkered in Gothenburg (X thousand tonnes per year)
- The vessel's total annual consumption of bunkered fuel (Y thousand tonnes per year)

### CALCULATION MODELS

In 2025, a vessel with a GT of 50,000 bunkered X thousand tonnes of fossil-free fuel in Gothenburg. The vessel's 2025 bunker consumption totals Y thousand tonnes. If  $X/Y$  is  $> 0.3$  a discount of 10% of paid-in Port infrastructure dues is repaid.

The number of port calls during the year  $\times 50,000$  GT  $\times$  current port dues (price/GT)  $\times 0.1$  = Retroactive discount.

## CALCULATION MODELS

### BREAKBULK (LOLO VESSELS)

A vessel at 10 000 GT arrives at the Port of Gothenburg from a port in Europe. The vessel has an ESI score of at least 30 points.

Port infrastructure dues	10 000 GT x 2,08 SEK	= 20 800 SEK
ESI/CSI discount	10 000 GT x 2,08 SEK -10%	= - 2 080 SEK
Sludge	10 000 GT x 0,17 SEK	= 1 700 SEK
Solid waste	10 000 GT x 0,13 SEK	= 1 300 SEK
<b>Total port tariff</b>		<b>= 21 720 SEK</b>



## 2.8 INLAND WATERWAYS

### PORT INFRASTRUCTURE DUES

Vessels classified according to Inland Waterways and operating within the Gothenburg – Lake Vänern area receive a 25% discount off port dues. In general all dues levied are in line with the vessel's normal segment.

## 2.9 YACHTS

### PORT INFRASTRUCTURE DUES

The Port of Gothenburg has a limited number of quayside moorings for short-term yacht stays. Prices are as follows. The prices include handling of solid waste.

The due level is based on the limited number of berths available for short-term leasing to yachts, as well as other market conditions.

PORT INFRASTRUCTURE DUES	
Length of vessel (loa) in metres	Due per commenced 24-hour period
< 40 metres	3 600 SEK
41 - 60 metres	4 300 SEK
61 - 80 metres	5 400 SEK
81 - 100 metres	6 200 SEK
> 101 metres	9 300 SEK

For yachts arriving at a quay not owned by the Port Authority, but which is within the Port area, the port dues are as specified in Section 2.12 "Other Vessels / other info". There is a surcharge for sludge.

### DUES FOR SHIP-GENERATED WASTE

The Port of Gothenburg charges for receiving waste from vessels in accordance with Swedish legislation.

DUES FOR SLUDGE AND OILY BILGE WATER	
Yachts	Actual cost

FEES FOR BLACK- AND GREY WATER	
Rate per commenced m <sup>3</sup>	45 SEK/m <sup>3</sup>
Connection fee weekdays 08.00 hrs – 19.00 hrs	880 SEK
Connection fee at any other time	2 680 SEK

## DUES FOR FRESH WATER

Dues are levied for fresh water when delivered from quayside fire hydrants owned by and at the disposal of the Port of Gothenburg.

FRESH WATER	
Rate per commenced m <sup>3</sup>	45 SEK/m <sup>3</sup>
Connection fee weekdays 08.00 hrs – 19.00 hrs	880 SEK
Connection fee at any other time	2 680 SEK

## DUES FOR CONNECTING TO OPS

For vessels mooring at Stigbergskajen and staying longer than 48 hours, mains connection (electricity) is compulsory.

AVGIFT FÖR ELANSLUTNING	
Rate per kWh or part thereof	3,00 SEK
Connection fee – weekdays 08.00 hrs – 19.00 hrs	880 SEK
Connection fee at any other time	2 680 SEK

## SECURITY PATROL AND ISPS DUE

Yachts without an ISPS certificate, and mooring at quay 751, must bear the costs incurred for inspecting the quay, water area and enclosed area on departure.

SECURITY PATROL AND ISPS DUE	
Security patrol fee weekdays 07.00 – 16.00 hrs	550 SEK/tim
Security patrol any other time	750 SEK/ti
ISPS dues	8 000 SEK

# CALCULATION MODELS

## YACHTS

A yacht of 52 m (LOA) and 1,500 GT arrives at Stigbergskajen at 07:00 hrs on 2024-02-10 and departs at 20:00 hrs 2025-02-11. The yacht connect to the electricity grid and consumes 150 kWh.

Port infrastructure dues	2 commenced 24-hour periods x 4 200 SEK	= 8 600 SEK
Sludge	Actual cost, example	= 345 SEK
Connection fee, weekdays		= 880 SEK
Electricity consumption	150 kWh x 3 SEK	= 450 SEK
<b>Total port tariff</b>		<b>= 10 275 SEK</b>

## 2.10 ARCHIPELAGO TRAFFIC

### PORT INFRASTRUCTURE DUES

The due level for archipelago traffic is based on the vessels' regular operations within the port area and their passenger capacity. The dues are designed for public transport and tourism.

PORT INFRASTRUCTURE DUES	
Archipelago traffic	23 900 SEK/vessel and year

Vessels with a physical home harbour other than in Gothenburg, or which are not in service from May–September, pay 50% of the dues.

PASSANGER DUES	
Passenger dues	6,60 SEK/passenger
Vessel with own port facilities	- 50% /passenger

Vessels with their own port facilities pay 50% of the passenger dues. Vessels operating within the public transport sector are exempt from passenger dues. These vessels are instead subject to an extra ship's fee per shipping company.

Vessels operating primarily along the canals pay 1/10 of the normal passenger dues.

Ships with their own port facility must draw up a waste management plan in accordance with the Swedish Transport Agency's regulations (SJÖFS 2001:12).

After the end of each calendar year (15 January at the latest), the shipping company must report the total number of boarding passengers.

## ENVIRONMENTAL DISCOUNTS

Vessels powered by climate-neutral fuel such as HVO receive a 20% discount in port dues. Electrified vessels powered by batteries receive a 30% discount in port infrastructure dues.

## CALCULATION MODELS

### ARCHIPELAGO TRAFFIC

An archipelago vessel is in regular service within the port. The shipping company submits a year-end report with a total of 9 532 embarking passengers. The vessel has its own port facilities.

Port infrastructure dues		= 23 900 SEK
Passenger dues	9 532 passengers x 3,30 SEK	= 31 456 SEK
<b>Total port tariff</b>		<b>= 55 356 SEK</b>

## 2.11 HARBOUR VESSELS

### PORT INFRASTRUCTURE DUES

This relates to tugs and other vessels that operate as service or work-boats within the limits of the general port area. The due level for Harbour traffic s is designed to reflect the necessity of providing competitive services for the port's customers.

PORT INFRASTRUCTURE DUES	
30 - 99 GT	12 820 SEK/vessel and year
100 - 299 GT	24 000 SEK/vessel and year
> 300 GT	69 000 SEK/vessel and year

### ENVIRONMENTAL DISCOUNTS

Vessels powered by climate-neutral fuel such as HVO receive a 20% discount in port dues. Electrified vessels powered by batteries receive a 30% discount in port infrastructure dues.

### CALCULATION MODELS

#### HARBOUR VESSELS

Work/service vessel, 150 GT, that passes regularly through the port area and whose home port is the Port of Gothenburg. The vessel is powered by HVO fuel.

Port infrastructure dues	150 GT	= 24 000 SEK
Environmental discount	23 300 SEK -20%	= 4 800 SEK
<b>Total port tariff</b>		<b>= 19 200 SEK</b>

## 2.12 OTHER VESSELS

### PORT INFRASTRUCTURE DUES

The term “Other Vessels” refers to vessels not included in the above-mentioned classes and sections.

Other vessels, which do not fall under any of the categories mentioned above, are typically characterized by single calls. Since each call requires a certain amount of effort to ensure a well-functioning port infrastructure, the pricing has been structured so that all vessels, regardless of frequency or category, contribute to the port's resources and infrastructure.

#### PORT INFRASTRUCTURE DUES

Other vessels	2,08 SEK/GT
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#### BUNKERING, CREW CHANGE AND/OR PROVISIONING

For vessels calling at the Port of Gothenburg for the purpose of bunkering, crew change and/or restocking provisions for own use, there is a 50% discount off the normal dues for the relevant vessel category. Quayside mooring may be offered subject to availability.

#### REPAIRS, LAYING-UP, TANK CLEANING, ETC.

For vessels arriving in the Gothenburg general port area solely for repairs, rebuilding or structural completion at a shipyard within the port area.

Per call	2,58 SEK/GT
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For vessels laying-up at a quay owned by, or at the disposal of, the Port Authority, full port dues will be levied, and after a 24-hour lay-up, lay-up dues for each subsequent day or part thereof.

#### SERVICE VESSELS/NAVAL SHIPS

For naval, coast guard, customs, sea rescue, and training vessels, as well as vessels belonging to the Swedish Maritime Administration not used for commercial purposes, only a fixed service fee of 8 000 SEK is charged for household waste and connection fee for electricity. For engine room waste (sludge) and other waste, the actual cost is charged. If the stay in the port exceeds 72 hours and/or the vessel is not used for a direct service assignment within the port, a mooring fee will apply.

Service fee	8 000 SEK
Fee per commenced 24-hour period after 72 timmar	44 SEK/m (LOA)

## DUES FOR SHIP-GENERATED WASTE

The Port of Gothenburg charges for receiving waste from vessels in accordance with Swedish legislation.

DUES FOR SHIP-GENERATED SOLID WASTE	
Vessels arriving from European ports	0,13 SEK/GT
Vessels arriving from non-European ports	0,24 SEK/GT
Discount with certificates	- 0,05 SEK/GT

The discount applies if the vessel is certified according to Commission Implementing Regulation (EU) 2022/91.

DUES FOR SLUDGE AND OILY BILGE WATER	
Sludge from vessels arriving from European ports, up to 11 m <sup>3</sup>	0,17 SEK/GT
Sludge from vessels arriving from non-European ports, up to 11 m <sup>3</sup>	0,27 SEK/GT
Sludge exceeding 11 m <sup>3</sup>	2 300 SEK/m <sup>3</sup>

The terms and conditions for discharging waste, and information on where and how waste should be discharged, are published in the Port of Gothenburg General Port Regulations.

DUES FOR SCRUBBER WASTE	
Administration fee	750 SEK

Scrubber waste unloaded in the Port of Gothenburg will be charged at the actual cost plus an administration fee.

FEES FOR BLACK- AND GREY WATER	
Rate per commenced m <sup>3</sup>	45 SEK/m <sup>3</sup>
Connection fee weekdays 08.00 hrs – 19.00 hrs	880 SEK
Connection fee at any other time	2 680 SEK



## ENVIRONMENTAL DISCOUNTS

Vessels with a minimum ESI score of 30 points or at least CSI-class 4 will be granted a 10% discount on the port infrastructure dues, based on GT.

Vessels that bunker at least 30% fossil-free fuel of their annual consumption get an additional 10% discount. The condition for receiving the new environmental discount is that the fossil-free fuel must be bunkered in Gothenburg. The purpose of the new environmental discount is to speed up the transition to more climate-neutral shipping and is therefore planned to last a number of years.

The discount is given retroactively upon receipt of documentation showing:

- The amount of fossil-free fuel bunkered in Gothenburg (X thousand tonnes per year)
- The vessel's total annual consumption of bunkered fuel (Y thousand tonnes per year)

### CALCULATION MODELS

In 2025, a vessel with a GT of 50,000 bunkered X thousand tonnes of fossil-free fuel in Gothenburg. The vessel's 2025 bunker consumption totals Y thousand tonnes. If  $X/Y$  is  $> 0.3$  a discount of 10% of paid-in Port infrastructure dues is repaid.

The number of port calls during the year  $\times$  50,000 GT  $\times$  current port dues (price/GT)  $\times$  0.1 = Retroactive discount.

## DUES FOR FRESH WATER

Dues are levied for fresh water when delivered from quayside fire hydrants owned by and at the disposal of the Port of Gothenburg.

FRESH WATER	
Rate per commenced m <sup>3</sup>	45 SEK/m <sup>3</sup>
Connection fee weekdays 08.00 hrs – 19.00 hrs	880 SEK
Connection fee at any other time	2 680 SEK

## DUES FOR CONNECTING TO OPS

For vessels mooring at Stigbergskajen and staying longer than 48 hours, mains connection (electricity) is compulsory.

DUES FOR CONNECTING TO THE MAINS	
Rate per kWh or part thereof	3,00 SEK
Connection fee – weekdays 08.00 hrs – 19.00 hrs	880 SEK
Connection fee at any other time	2 680 SEK

## SECURITY PATROL AND ISPS DUE

Vessels with an ISPS certificate, and mooring at Stigbergskajen, quay 751, must bear the costs incurred for an ISPS guard approved by the Port Authority. Vessels without an ISPS certificate, and mooring at quay 751, must bear the costs incurred for inspecting the quay, water area and enclosed area on departure.

SECURITY PATROL AND ISPS DUE	
Security patrol fee weekdays 07.00 – 16.00 hrs	550 SEK/tim
Security patrol any other time	750 SEK/ti
ISPS fee	8 000 SEK

## OTHER DUES

LAY-UP DUES	
<p>Lay-up dues are levied if a vessel remains moored at the quay for more than 24 hours after unloading/loading has been completed. No lay-up dues are levied if the lay-up is due to circumstances under the control of the Port Authority or the Swedish Maritime Administration. The dues are calculated based on the vessel's length overall (LOA) in metres.</p> <p>For vessels used mainly for trade, as a hotel, residential accommodation, exhibitions, storage, offices or similar purposes, lay-up dues are levied based on a case-by-case assessment.</p>	
Port dues for each calendar day or part thereof	44 SEK/m (LOA)

PORT DUES FOR CARGO	
<p>When discharging and/or loading cargo at quay 751 port dues are levied at 27 SEK/tonne. The same dues apply in the case of ship-to-ship transfer.</p>	
<p>For quays managed by terminal operators with concessions, the Port of Gothenburg does not levy any dues for cargo.</p>	
<p>Separate agreements apply for cargo handling at the Energy Port and at quays 810 – 812.</p>	

# CALCULATION MODELS

## OTHER SHIPS

A project vessel of 20,000 GT arrives at quay 751 to load a cargo of 1,000 tonnes, specifically for the project. The vessel is arriving from a port in Europe.

Port infrastructure dues	20 000 GT x 1,70 SEK	= 34 000 SEK
Sludge	20 000 GT x 0,17 SEK	= 3 400 SEK
Solid waste	20 000 GT x 0,13 SEK	= 2 600 SEK
Port dues for cargo	1 000 ton x 27 SEK	= 27 000 SEK
<b>Total port tariff</b>		<b>= 67 000 SEK</b>

A tanker of 10,000 GT sails directly to a shipyard within Gothenburg's port zone without discharging or loading any cargo in the Port of Gothenburg.

Port infrastructure dues/repair charges	10 000 GT x 2,58 SEK	= 25 800 SEK
<b>Total port tariff</b>		<b>= 25 800 SEK</b>

Service vessel, LOA 105, calls at the Port of Gothenburg on 1 May 2025 and leaves on 6 May 2025.

Port infrastructure dues		= 8 000 SEK
Lay-up dues	6 days LOA 105 x 3 days x 44sek	= 13 860 SEK
<b>Total port tariff</b>		<b>= 21 860 SEK</b>

## 2.13 VESSELS AT EXTERNAL QUAYS AND PASSING VESSELS

### PORT INFRASTRUCTURE DUES

Vessels calling at a quay not owned by Göteborgs Hamn AB but located within the general port area of Gothenburg, or passing through this area, still require a certain level of operational effort and resources from Göteborgs Hamn AB. However, this effort is less extensive compared to vessels calling at quays owned by the company. The fees for this type of traffic have therefore been designed to reflect these specific conditions, aiming to ensure fair and transparent allocation of resources while maintaining a high standard of port infrastructure and services.

Vessels, regardless of type as outlined above, including "Other Vessels," calling at a quay not owned by Göteborgs Hamn AB but located within the general port area of Gothenburg are subject to the following port infrastructure dues.

PORT INFRASTRUCTURE DUES	
Vessels berthing a quay not owned by Göteborgs Hamn AB but located within the Gothenburg general port area.	1,70 SEK/GT

The following applies to passing vessels:

PASSING VESSELS	
For vessels passing through the Gothenburg general port area	<b>Due/passage</b> 1,20 SEK/GT
If the vessel moors at quayside for bunkering, crew changeover and/or for provisioning to meet the vessel's own needs, port dues corresponding to 50% of the normal fee for that vessel category are levied, including sludge and waste handling.	

INFO: For vessels passing through on Göta Älv River and Lake Vänern and that moor at quay for loading/unloading or that moor at quay for more than 24 hours, full port dues plus lay-up time are debited + lay-up time per vessel type.

# CALCULATION MODELS

## VESSELS AT EXTERNAL QUAYS AND PASSING VESSELS

A passing vessel of 3,000 GT on its way up to Lake Vänern makes a 3-hour stop on a weekday between 09.00 and 12.00. The vessel is ESI-eligible.

Port infrastructure dues Upstream	3 000 GT x 1,20 SEK	= 3 600 SEK
ESI/CSI discount	3 000 GT x 1,20 SEK -10%	= -360 SEK
Port infrastructure dues Downstream	3 000 GT x 1,20 SEK	= 3 600 SEK
ESI/CSI discount	3 000 GT x 1,20 SEK -10%	= -360 SEK
<b>Total port tariff</b>		<b>= 6 480 SEK</b>

Passing vessels of 3000 GT travel up Lake Vänern but, on their return, call at quay 36 for a crew change. The vessel is ESI-eligible.

Port infrastructure dues Upstream	3 000 GT x 1,20 SEK	= 3 600 SEK
ESI/CSI discount	3 000 GT x 1,20 SEK -10%	= -360 SEK
Port infrastructure dues Downstream with quay call crew change	3 000 GT x 1,70 SEK	= 5 100 SEK
Port infrastructure dues -50% of ordinary due per vessel type	3 000 GT x 1,7 SEK -50%	= - 2 550 SEK
ESI/CSI discount	3 000 GT x 1,70 SEK -50% -10%	= -255 SEK
Sludge	3 000 GT x 0,17 SEK	= 510 SEK
Waste	3 000 GT x 0,13 SEK	= 390 SEK
<b>Total port tariff</b>		<b>= 6 435 SEK</b>