



Puertos de Tenerife



Autoridad Portuaria de S/C de Tenerife

Port Charges and Tariffs 2019

(VALID FROM 05/07/2018)

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1.- PORT CHARGES SANTA CRUZ DE TENERIFE PORT AUTHORITY

This document contains the charges and fees to be applied in the ports under the authority of Santa Cruz de Tenerife Port Authority (Santa Cruz de Tenerife, Santa Cruz de La Palma, San Sebastián de La Gomera, La Estaca in the island of El Hierro and Los Cristianos in Tenerife) pursuant to the **Royal Legislative Decree 2/2011, 5 September, approving the Consolidated Text of the State Ports and the Merchant Navy Law** (henceforth TRLPEMM (its Spanish initials)), adapted to amendments with effect from 1 January 2015 and of indefinite duration:

From Organic Law 9/2013, 20 December, on control of the commercial liabilities in the public sector:

- **Transitory provision.** Application of the fiscal amendments included in the second final provision «Consolidated Text of the State Ports and the Merchant Navy Law», to the concessions and permits granted prior to the entry in force of stated provision.
- **Second final provision.** Amendment to the Consolidated Text of the State Ports and the Merchant Navy Law, approved by Royal Legislative Decree 2/2011, of 5 September.
- **Fifth final provision.** Ordinary nature of certain provisions.

From Royal Decree-Law 1/2014, 24 January, on reform of transport and infrastructure, and other financial measures. (BOE no. 22, Saturday 25 January 2014)

- **Amendments.**
- **Fifth article.** Amendment to the Consolidated Text of the State Ports and the Merchant Navy Law, approved by Royal Legislative Decree 2/2011, of 5 September.
- **Third final provision. In force.**
- The present royal decree-law will come into force on the day following its publication in the «Spanish Official Bulletin», being **01/01/2015**.

From Law 6/2018, 3 July, General State Budgets for the year 2018 (BOE no. 161, 4 July 2018):

- **Article 90.** Allowances applicable in ports pertaining to occupancy, vessel, passenger and goods taxes.
The allowances anticipated in the articles 182 and 245 of the Consolidated Text of the State Ports and the Merchant Navy Law, approved by Royal Legislative Decree 2/2011, of 5 September, to be applied by the Port Authorities following the entry into force of this Law to the occupancy, vessel, goods and passenger taxes and, when applicable their terms and conditions shall be those set out in Annex XII of this Law.
- **Article 91.** *Correction coefficients to be applied to vessel, passenger and goods taxes in ports of general interest.*
The correction coefficients anticipated in article 166 of the Consolidated Text of the State Ports and the Merchant Navy Law, approved by Royal Legislative Decree 2/2011, of 5 September, to be applied by the Port Authorities to the vessel, goods and passenger taxes, shall be those specified in the following table:

Port Authority	Vessel Charge	Goods Charge	Passenger Charge
Santa Cruz de Tenerife	1.20	1.20	1.30

- **Article 92.** *Correction coefficients to be applied to the fixed rate of collection of vessel-generated waste.*

The correction coefficients anticipated in article 132.8 of the Consolidated Text of the State Ports and the Merchant Navy Law, approved by Royal Legislative Decree 2/2011, of 5 September, to be applied by the Port Authorities to the fixed rate of collection of vessel-generated waste, shall be those specified in the following table:

:

Port Authority	Fixed Rate
Santa Cruz de Tenerife	1.00

- **Article 93.** *Revision of taxes applicable to the port system of general interest.*
In accordance with the twenty-second additional provision of the Consolidated Text of the State Ports and the Merchant Navy Law, approved by Royal Legislative Decree 2/2011, of 5 September, the basic amounts for vessel, passenger, recreational and leisure craft charges, for the use of transit area charge and for the fixed rate of collection of vessel-generated waste, established in the aforesaid regulation, are not under review.
In addition, port land and water values, the full amounts for occupation charges, the types of taxes on the employment rate and the basic amounts for the Navigational Assistance charge, as established in articles 177, 178, 190 y 240, respectively, of the aforesaid regulation, shall remain unchanged.

- **Twenty-fifth final provision.** *Amendment to the Consolidated Text of the State Ports and the Merchant Navy Law, approved by Royal Legislative Decree 2/2011, of 5 September.*

«...

Article 217. Basic amount. (New wording)

The value of the basic amount for goods tax (M) is set for all the Port Authorities at 2.65 €. The value may be revised in the Law on General State Budgets or in another, where, when applicable, is to be adopted subject to the evolution of port, logistical and transport costs, as well as transported goods, taking into consideration the needs associated with the competitiveness of the economy and the port node...»

- **Forty-sixth final provision.** *In force.*

One. The present Law shall come into force on the day following its publication in the Official State Bulletin (BOE).

Vessel (T-1) Art. 194-204, Royal Legislative Decree 2/2011, 5 September.

The gross vessel charge shall be the amount resulting from the product of one-hundredth of the vessel's gross tonnage (GT), with a minimum of 100 GT (short stays) or 50 GT (long stays), calculated in periods, and for the amount resulting from applying to the basic amount B (1.43), or S (1.20) in the case of short sea shipping the vessel charge correction coefficient approved in accordance with article 166 and the following coefficients, as appropriate. For vessels anchored in Zone II or outside port waters the fee will be charged starting from the fourth day of the stay.

a) Calculation of GT factor and duration of stay:

TYPE OF STAY		GT FACTOR	PERIOD OR DURATION OF STAY
Access and stay in Zone I or inside port waters	Short stay	One-hundredth of vessel's gross tonnage (GT), with a minimum of 100 GT	Duration of stay calculated in periods of one hour or fraction with a minimum of 3 hours and a maximum of 15 hours per 24 hour stay.
	Long stay	One-hundredth of vessel's gross tonnage (GT), with a minimum of 50 GT	Duration of stay calculated in periods of 24 hours or fraction.
Anchorage in Zone II or outside port waters		One-hundredth of vessel's gross tonnage (GT), with a minimum of 100 GT	Duration of stay calculated for each calendar day of stay or fraction.

(*)Duration of stay will be counted from the moment the first mooring line is secured to a bollard, or the anchor is dropped, until the moment the last mooring line is cast off or the anchor is raised.

(*) However, for the purpose of calculating the stay, the period running from 12:00 Saturday or from 18:00 on the day preceding a public holiday to 08:00 Monday or on the day following the public holiday, respectively, a maximum of 5 hours will be calculated, provided that during stated period **no commercial operations** have been effected, including provisioning and reparations. When the length of stay during stated period exceeds 5 hours, the starting point of the stay will be calculated from 08:00 Monday or on the day following a public holiday, to compute the maximum limit of 15 hours per 24 hours. The duration of anchorage stay in zone II will be calculated separately from those which may correspond to other uses made by the ship of the port service zone and of the port installations and facilities.

b) Determination of basic amount:

TRAFFIC	BASIC AMOUNT
<ul style="list-style-type: none"> Vessels integrated into Inter-island Maritime Services within the same archipelago Vessels integrated into Maritime Services within SSS territories Vessels on short-term stays for provisioning or repairs when the previous-following port falls within an SSS territory 	S (1.20)
<ul style="list-style-type: none"> Cruise Ships Vessels on long-term stays Vessels on short-term stays when the previous-following port does not fall within an SSS territory 	B (1.43)

*SSS: Short sea shipping

c) Applicable coefficients:

DESCRIPTION	ARTICLE	COEFFICIENT
Berth not under concession or authorisation: vessels side berthed to docks or jetties	197.1.a.1º	1.00
Berth not under concession or authorisation: vessels front berthed to docks and jetties, vessels tied to buoys or fixed points that do not have the status of berths and anchored vessels	197.1.a.2º	0.80
Berthing or anchorage of vessels which enter Zone I solely for provisioning or repairs, with a maximum stay of 48 hours	197.1.d.	0.25
Long-term stay and use: internal traffic of passenger and goods vessels exclusively within the port service zone, or inland maritime waters such as estuaries or bays	197.1.e.1º	4.00
Long-term stay and use: vessels intended for dredging and provisioning	197.1.e.2º	4.67
Long-term stay and use: vessels afloat under construction, for major repairs or transformation as well as shipbreaking outside of shipyard	197.1.e.3º	1.33
Long-term stay and use: vessels afloat under construction, for major repairs or transformation, as well as shipbreaking inside shipyard	197.1.e.4º	0.50
Long-term stay and use: fishing boats during biological standstill, in closed fishing season or lacking a license	197.1.e.5º	0.45
Long-term stay and use: vessels in legal deposit	197.1.e.6º	1.00
Long-term stay and use: inactive vessels, including fishing boats and floating crafts	197.1.e.7º	4.67
DESCRIPTION	ARTICLE	COEFFICIENT
Long-term stay and use: vessels intended for the provision of towage, mooring, pilotage and other port services*	197.1.e.8º	2.33

Long-term stay and use: vessels staying over one month (after the end of this period)	197.1.e.9º	4.67
Without use of berth or anchorage: access or departure of vessels from dry or floating dock or slipway.	197.1.f.	2.00
For cruise ships, in general	197.1.g.1º	0.70
For cruise ships, when they make a stopover in a port considered home port, as defined in Annex II*	197.1.g.2º	0.56
When cruise ships belonging to the same cruise line, as defined in Annex II, provided that collectively they make at least 12 stopovers per year in home port, or 8 stopovers if the traffic is seasonal	197.1.g.3º	0.50
For vessels loading or unloading goods using rolling transport, such as ro-ro puro, ro-pax, con-ro and ferries in general	197.1.h.1º	0.90
For vessels loading and unloading goods using rolling transport, such as ro-ro puro, ro-pax, con-ro and ferries integrated in regular maritime service, as defined in Annex II	197.1.h.2º	0.60
For vessels integrated in inter-island maritime services within a single archipelago	197.1.i	0.25
For vessels using liquefied natural gas as fuel for their propulsion at sea, as well as those using liquefied natural gas during their stay in port or electricity supplied from the dock to power auxiliary motors	197.1.j	0.50
Vessels anchored in water not granted concession: in general.	199.a.1	0.80
Vessels being repaired, with staff external to the cabin crew and vessels on provisioning operations	199.a.2	0.48

Explanatory notes:

*For moorings granted concession or authorisation see article 197.1.b

*For mooring or anchorage in ports under the concession scheme, see article 197.1.c. (0,30)

* To the long-term use and stay of vessels **conducting commercial activities**, shall be applied the coefficient 4,67.

*Annex II R.D. LAw 2/2011, 5 September

*To the access and stay of vessels or floating crafts at berth in Zone II or outside port waters, will be applied 30% of the amount set out in article 197, excepting that expressly provided for in article 199 for anchored vessels.

d) Reduction coefficient by number of stopover (Art. 201):

BAND	NON REGULAR	REGULAR
Stopover: 1 – 12	1.00	0.95
Stopover: 13 – 26	0.95	0.90
Stopover: 27 – 52	0.85	0.80
Stopover: 53 – 104	0.75	0.70
Stopover: 105 – 156	0.65	0.60
Stopover: 157 – 312	0.55	0.50
Stopover: 313 – 365	0.45	0.40
From stopover 366 onwards	0.35	0.30

VESSEL TAX ALLOWANCES: (Article 90, R.D. Law 6/2018, 3 July, General State Taxes for the year 2018, which implements the allowances anticipated in articles 182 and 245 of TRLPEMM, approved by RDL 2/2011, September)

To incentivize best environmental and quality practices, the following allowances will be applied

ARTICLE	ALLOWANCE	%	Coefficient
245.1	Best environmental practises	5%	0.95
245.2	Quality in services provided	5%	0.95

To incentivize the captation, loyalty and increase in maritime traffic and services that contribute to the economic and social development of the zone under the economic influence of the ports and of Spain as a whole, maritime traffic and services subject to this allowance will be those classified as sensitive, primary or strategic for each Port Authority

DESCRIPTION (Art. 245.3)	%	Coefficient
1. Allowances for cruise ship traffic.		
Stopover in APSCT home port	30	0.70
Stopover in APSCT port, based in another APSCT port	25	0.75
Stopover in four APSCT ports in the course of one route	40	0.60
Stopover in three APSCT ports in the course of one route	30	0.70
Stopover in two SPSCT ports in the course of one route	25	0.75
In all other cases	8	0.92
Home port in Málaga and stopover in an APSCT port	35	0.65
APSCT home port and stopover in a Málaga port	40	0.60
Off peak stopovers	40	0.60
DESCRIPTION	%	Coefficient
2. Frozen fish allowance under transit or shipping regime: vessels directly linked to this activity or factory vessels, from the 1st stopover	40	0.60
3. Allowance for provisioning exclusively for vessel fuel supply: stopovers for vessels whose sole purpose is the provisioning of fuel: in general from the 1st stopover and a maximum stay of 48 hours in zone I (*)	40	0.60

4. Barge fuel supply: from 2 service barges	15	0.85
5. Allowance for vessels in repair, and inactive vessels including fishing boats: non-commercial activity regime and stays exceeding 7 days, after the 1st stopover.	40	0.60
6. Off Shore Activities: platforms, perforated vessels and other floating crafts: only during the period major repairs, repairs or inactivity are taking place, in accordance with definition R.D. 1837/2000, of 10 November (BOE nº 285 of 25/11/2000).		
Zone I.-Major repairs: starting from the 1st stopover	40	0.60
Zone I.-Repairs up to 180 days	40	0.60
Zone I.- Repairs from 180 days onwards	20	0.80
Zone I.- Inactivity up to 90 days	10	0.90
Anchorage in Zone II.- Repairs up to 180 days	20	0.80
Anchorage in Zone II.- Repairs from 180 days onwards	15	0.85
7. LNG LOADING/UNLOADING: for vessels refuelling with LNG (batch 2711B)	40	0.60
8. La Gomera internal maritime line: starting from the 1st stopover.	40	0.60
9. Captation of traffic from Granadilla: starting from the 1st stopover	20	0.80
10. Floating fuel storage: from the 1st stopover	40	0.60
11. Allowance for cable laying vessels: from the 1st stopover	40	0.60

(*) Point 2, will also apply to those vessels upon requesting a stopover in zone II, are assigned to zone I for meteorological, security or port operation reasons, counting the 48 hours from the start of stay in zone I, this condition will be verified by the Port Authority.

To promote and consolidate Spain's role as an international logistic platform, implemented in port terminals granted concession or authorisation (Art. 245.4), for vessels classified as maritime service in one of APSCT'S ports and whose traffic type is the loading/unloading of full or empty containers in international transit.

DESCRIPTION	%	Coefficient
Over 3.000 TEUs	40	0.60

To allow for the insularity, isolation or ultra-peripheral condition of the Canary Islands, to the vessel tax when the basic amount S is applied and it is not compatible with the vessel tax reduction coefficient of article 197.1.h. (Art. 245.5).

DESCRIPTION	%	Coefficient
Maritime services with other ports located outside the archipelago (SSS)	40	0.60

Determination of Payable amount: some examples of vessel tax calculations are shown below.

1.- ZONE I.- Payable amount for every 100GT and 1 hour period for vessels berthed sideways to quays and docks not granted concession or authorisation.

General formula:

Billable GT (min. 100) x Period (min. 3) x Basic Amount x Correction Coeff. x Mooring Coeff. x Coeff. Art. 197 or Coeff. Art. 245.5 x Coeff. Band of scale x ...

Example: general case in stopover nº 1

$1 \times 1 \times 1.43 \times 1.20 \times 1.00 \times 1.00 \times 1.00 = 1.716000 \text{ €}$

Example: TMCD non-regular, en stopover nº 16

$1 \times 1 \times 1.20 \times 1.20 \times 1.00 \times 0.60 \times 0.95 = 0.820800 \text{ €}$

Reduction coefficient for nº of stopover (Art. 201)	Vessels integrated in inter-island maritime services within a single archipelago (Art. 197.1.i: 0.25)		Vessels integrated in SSS maritime services (Art. 245.5: 0.6)		Rest of Maritime Services	
	REGULAR	NON-REGULAR	REGULAR	NON-REGULAR	REGULAR	NON-REGULAR
1 – 12	0.342000€	0.360000€	0.820800€	0.864000€	1.630200€	1.716000€
13 – 26	0.324000€	0.342000€	0.777600€	0.820800€	1.544400€	1.630200€
27 – 52	0.288000€	0.306000€	0.691200€	0.734400€	1.372800€	1.458600€
53 – 104	0.252000€	0.270000€	0.604800€	0.648000€	1.201200€	1.287000€
105 – 156	0.216000€	0.234000€	0.518400€	0.561600€	1.029600€	1.115400€
157 – 312	0.180000€	0.198000€	0.432000€	0.475200€	0.858000€	0.943800€
313 – 365	0.144000€	0.162000€	0.345600€	0.388800€	0.686400€	0.772200€
>366	0.108000€	0.126000€	0.259200€	0.302400€	0.514800€	0.600600€

(*) Art. 197.a.1º: 1.00 is applied)

(*) In the case of Inter-island Maritime Services or SSS the basic amount S (1.20) shall be applied, in all other cases, the Basic Amount B (1.43)

(*) If in addition to meeting the requirements of articles 245.1 and/or 245.2, the vessel is certified for environmental practices or quality, the above-mentioned fees shall in turn be multiplied by the corresponding coefficient.

Granadilla traffic example:

Note: in accordance with the table shown above, to a vessel coming from Germany to Las Palmas, with maritime service 999 (occasional traffic), entry number 1, making a stopover in Granadilla. GT= 3.173 and start time = 7:25 of 02/08/18 and end time 19:45 of 04/08/2018 WE MUST: apply Basic amount S (1.2) for being SSS, the allowance 245.3 for captation of Granadilla traffic and the allowance for SSS of 245.5. (Art. 90, Ley 6/2018 General State Budgets for the year 2018)

Billable period: 15hrs. + 15hrs. + 13 hrs.= 43 hours

GT Coefficient of vessel: 31.73

Non-regular entry of maritime service coefficient: 1.00

$T1 = 31.73 \times 43 \times (1.2 \times 1.2 \times 1.00 \times 1.00 \times 0.6) \times 0.8 = 31.73 \times 43 \times (1.2 \times 1.2 \times 1.00 \times 1.00 \times 0.60) \times 0.8 = 31.73 \times 43 \times (0.86400) \times 0.8 = 943.07$

2.- ZONE I.- Payable amount for every 100GT and period of 1 hour, for vessels berthed sideways to quays or docks granted concession or licence (with sufficient conceded water space).

Reduction coefficient for Nº of stopover (Art. 201)	Vessels integrated in inter-island maritime services within a single archipelago (Art. 197.1.i: 0,25))		Vessels integrated in maritime services SSS (Art. 245.5: 0,6)		All other Maritime Services	
	REGULAR	NON-REGULAR	REGULAR	NON-REGULAR	REGULAR	NON-REGULAR
1 – 12	0.205200€	0.216000€	0.492480€	0.518400€	0.978120€	1.029600€
13 – 26	0.194400€	0.205200€	0.466560€	0.492480€	0.926640€	0.978120€
27 – 52	0.172800€	0.183600€	0.414720€	0.440640€	0.823680€	0.875160€
53 – 104	0.151200€	0.162000€	0.362880€	0.388800€	0.720720€	0.772200€
105 – 156	0.129600€	0.140400€	0.311040€	0.336960€	0.617760€	0.669240€
157 – 312	0.108000€	0.118800€	0.259200€	0.285120€	0.514800€	0.566280€
313 – 365	0.086400€	0.097200€	0.207360€	0.233280€	0.411840€	0.463320€
>366	0.064800€	0.075600€	0.155520€	0.181440€	0.308880€	0.360360€

(*) Art. 197.1.b.1º: 0,60) is applied.

(*) In the case of Inter-island Maritime Services or SSS the basic amount S (1.20) will be applied, in all other cases, the Basic Amount B (1.43).

(*) If in addition to meeting the requirements of articles 245.1 and/or 245.2, the vessel is certified for environmental practices or quality, the above-mentioned fees will in turn be multiplied by the corresponding coefficient.

3.- ZONE I.- Payable amount for every 100GT and period of 1 hour, for vessels berthed sideways to quays or docks under concession or authorisation (with insufficient conceded water space).

Reduction coefficient for nº of stopover (Art. 201)	Vessels integrated in inter-island maritime services within a single archipelago (Art. 197.1.i: 0.25))		Vessels integrated in SSS maritime services (Art. 245.5: 0.6)		All other Maritime Services	
	REGULAR	NON-REGULAR	REGULAR	NON-REGULAR	REGULAR	NON-REGULAR
1 – 12	0.239400€	0.252000€	0.574560€	0.604800€	1.141140€	1.201200€
13 – 26	0.226800€	0.239400€	0.544320€	0.574560€	1.081080€	1.141140€
27 – 52	0.201600€	0.214200€	0.483840€	0.514080€	0.960960€	1.021020€
53 – 104	0.176400€	0.189000€	0.423360€	0.453600€	0.840840€	0.900900€
105 – 156	0.151200€	0.163800€	0.362880€	0.393120€	0.720720€	0.780780€
157 – 312	0.126000€	0.138600€	0.302400€	0.332640€	0.600600€	0.660660€
313 – 365	0.100800€	0.113400€	0.241920€	0.272160€	0.480480€	0.540540€
>366	0.075600€	0.088200€	0.181440€	0.211680€	0.360360€	0.420420€

(*) Art. 197.1.b.1º: 0,70) is applied.

(*) In the case of Inter-island Maritime Services or SSS the basic amount S (1.20) will be applied, in all other cases, the Basic Amount B (1.43).

(*) If in addition to meeting the requirements of articles 245.1 and/or 245.2, the vessel is certified for environmental practices or quality, the above-mentioned fees will in turn be multiplied by the corresponding coefficient.

4.- ZONE I.- Payable amount for every 100GT and 1 hour period of berthing or anchorage of vessels entering only for replenishing fuel (Art. 245.3) and vessels entering for replenishing, provisioning and repairs with a maximum stay of 48 hours (Art. 197.2º.d).

Formula:

*Billable GT (min. 100) x Period (min. 3) x Basic Amount x Correction Coeff. x Berthing Coeff.
Art. 197.1.a x Coeff. Art. 245.3 x Coeff. Art. 197.1.d x ...*

Example: Exclusive provisioning, less than 48 hours, SSS vessel

$$1 \times 1 \times 1.20 \times 1.20 \times 0.60 \times 0.25 = 0.216 \text{ €}$$

OPERATION	Previous and following ports belonging to SSS	All other cases
Replenishing fuel (Art. 245.3)	0.216000€	0.257400€
Other replenishing, provisioning or repairs (197.2º.d)	0.360000€	0.429000€

5.- ZONE I.-Payable amount for every 100GT and 1 hour period of berthing or anchorage of vessel alongside quay, not granted concession, of cruise traffic.

Formula:

*Billable GT (min. 100) x Period (min. 3) x Basic Amount x Correction Coeff. x Berthing Coeff.
Art. 197.1.a x Coeff. Art. 197.1.g x Coeff. Art. 245.3 x ...*

Example: general cruise ship, stopover in 3 APSCT ports along one route.

$$1 \times 1 \times 1.43 \times 1.2 \times 1.00 \times 0.70 \times 0.70 = 0.840840 \text{ €}$$

COEFF. ART. 197.g. (1º, 2º and 3º)*	COEFF. ART. 245.3 and ART. 67 Law 3/2017 P.G.E.	AMOUNT
(3º) Same cruise line P.B. Under Convention (Coeff. 0.50)	(40%) APSCT Home Port and y Málaga stopover (Coeff. 0.60)	0.514800€
(3º) Same cruise line P.B. Under Convention (Coeff. 0.50)	(35%) Stopover in SCT Home Port (Coeff. 0.70)	0.600600€
(3º) Same cruise line P.B. Under Convention (Coeff. 0.50)	(40%) Off-peak stopover (Coeff. 0.60)	0.514800€
(2º) Same cruise line P.B. (Coeff. 0.56)	(40%) APSCT Home Port and Málaga stopover (Coeff. 0.60)	0.576576€
(2º) Same cruise line P.B. (Coeff. 0.56)	(30%) Stopover in SCT Home Port (Coeff. 0.70)	0.672672€
(2º) Same cruise line P.B. (Coeff. 0.56)	(40%) Off-Peak stopover (Coeff. 0.60)	0.576576€
(1º) General cruises (Coeff. 0.70)	(40%) Stopover in APSCT Ports (Coeff. 0.60)	0.720720€
(1º) General cruises (Coeff. 0.70)	(40%) Off-Peak Stopover (Coeff. 0.60)	0.720720€
(1º) General cruises (Coeff. 0.70)	(35%) SCT Stopover and Home Port in Málaga (Coeff. 0.65)	0.780780€
(1º) General cruises (Coeff. 0.70)	(30%) Stopover in 3 APSCT Ports (Coeff. 0.70)	0.840840€
(1º) General cruises (Coeff. 0.70)	(25%) Stopover in 2 APSCT Ports (Coeff. 0.75)	0.900900€
(1º) General cruises (Coeff. 0.70)	(25%) Stopover in APSCT Port with Home Port in another APSCT Port (Coeff. 0.75)	0.900900€
(1º) General cruises (Coeff. 0.70)	(8%) All other cases (Coeff. 0.92)	1.105104€

(*) The Basic Amount B (1.43) is applied.

(*) Home Port under Convention.- when vessels belonging to the same Cruise Line, as defined in Annex II of the Law 2/2011(TRLPEMM) provided that collectively at least 12 stopovers per year are made as home port or 8 stopovers if the traffic is manifestly seasonal.

(*) If cruise vessels are integrated in Maritime Services, the above amount shall be multiplied by the reduction coefficient for number of stopovers, regular or non-regular, in accordance with (Art. 201).

(*) Similarly by the coefficients resulting from environmental or quality certification (Art. 245.1 y 245.2).

6.- ZONE II.- Payable amount for every 100GT and 1 hour period, for access and stay in berth only in zone II or outside port waters: La Hondura and Duque de Alba (quays 5100 y 5200, respectively)

Formula:

Billable GT (min. 100) x Period (min. 3) x Basic Amount x Correction Coeff. X Berthing Coeff. Art. 198.1. x Coeff. Art. 197.1.c x Traffic type Coeff. x Nº of stopover band x ...

Example: SSS vessel making stopover nº 25 in quay 5100.

$1 \times 1 \times 1.2 \times 1.2 \times 0.30 \times 0.30 \times 0.60 \times 0.95 = 0.073872 \text{ €}$

Reduction coefficient by stopover nº (Art. 201)	Vessels integrated in inter-island maritime services within a single archipelago (Art. 197.1.i: 0,25))	Vessels integrated in SSS maritime services (Art. 245.5: 0,6)	All other Maritime Services
	NO REGULAR	NON-REGULAR	NON-REGULAR
1 – 12	0.032400€	0.077760€	0.154440€
13 – 26	0.030780€	0.073872€	0.146718€
27 – 52	0.027540€	0.066096€	0.131274€
53 – 104	0.024300€	0.058320€	0.115830€
105 – 156	0.021060€	0.050544€	0.100386€
157 - 312	0.017820€	0.042768€	0.084942€
313 – 365	0.014580€	0.034992€	0.069498€
>366	0.011340€	0.027216€	0.054054€

(*) Reduction coefficient for location in ZONA II (Art. 198 TRLPEMM: 30%) is applied.

(*) Concessional Title allowance (Art. 197.c: 0,30) is applied.

(*) In the case of Inter-island Maritime Services or SSS, Basic Amount S (1.20) is applied, in all other cases Basic Amount B (1.43).

(*) Similarly it shall be multiplied by the coefficients resulting from environmental or quality certification (Art. 245.1 y 245.2)

7.- ZONE II.- Tax liability for every 100GT and 1 hour period, for access and stay in berth only in zone II or outside port waters: Campo de Boyas (quay 5300)

Reduction coefficient for stopover nº (Art. 201)	Vessels integrated in inter-island maritime services within a single archipelago (Art. 197.1.i: 0,25))	Vessels integrated in SSS maritime services (Art. 245.5: 0,6)	All other Maritime Services
	NON-REGULAR	NON-REGULAR	NON-REGULAR
1 – 12	0.086400€	0.207360€	0.411840€
13 – 26	0.082080€	0.196992€	0.391248€
27 – 52	0.073440€	0.176256€	0.350064€
53 – 104	0.064800€	0.155520€	0.308880€
105 – 156	0.056160€	0.134784€	0.267696€
157 – 312	0.047520€	0.114048€	0.226512€
313 – 365	0.038880€	0.093312€	0.185328€
>366	0.030240€	0.072576€	0.144144€

(*) Reduction coefficient for location in ZONE II (Art. 199.a.1º TRLPEMM: 0.80) is applied.

(*) Allowance for Concessional Title (Art. 197.c): 0.30 is applied.

(*) In the case of Inter-island Maritime Services or SSS, Basic Amount S (1.20) is applied, in all other cases Basic Amount B (1.43).

(*) Similarly it shall be multiplied by the coefficients resulting from environmental or quality certification (Art. 245.1 y 245.2).

8.- ZONE II.- anchorage in ZONE II or outside port waters

Reduction coefficient for stopover nº (Art. 201)	Vessels integrated in maritime services within a single archipelago (Art. 197.1.i: 0,25))		Vessels integrated in SSS maritime services (Art. 245.5: 0,6)		All other Maritime Services	
	REGULAR	NON-REGULAR	REGULAR	NON-REGULAR	REGULAR	NON-REGULAR
1 – 12	0.273600€	0.288000€	0.656640€	0.691200€	1.304160€	1.372800€
13 – 26	0.259200€	0.273600€	0.622080€	0.656640€	1.235520€	1.304160€
27 – 52	0.230400€	0.244800€	0.552960€	0.587520€	1.098240€	1.166880€
53 – 104	0.201600€	0.216000€	0.483840€	0.518400€	0.960960€	1.029600€
105 – 156	0.172800€	0.187200€	0.414720€	0.449280€	0.823680€	0.892320€
157 – 312	0.144000€	0.158400€	0.345600€	0.380160€	0.686400€	0.755040€
313 – 365	0.115200€	0.129600€	0.276480€	0.311040€	0.549120€	0.617760€
>366	0.086400€	0.100800€	0.207360€	0.241920€	0.411840€	0.480480€

(*) In the case of Inter-island Maritime Services or SSS, Basic Amount S (1.20) is applied, in all other cases Basic Amount B (1.43).

(*) Berthing coefficient Zone II (Art. 199.a.1º): 0.80

(*) Similarly it shall be multiplied by the coefficients resulting from environmental or quality certification (Art. 245.1 y 245.2).

9.- ZONE I.- Payable amount for every 100GT and 1 hour period, for access and stay of vessels categorised as maritime services in the APSCT and whose traffic type is the loading or unloading of, full or empty, containers in international maritime transit of non-member country origin or destination, with independence from the terminal in which they operate.

Example: Vessel with 18979 GT, and 14 hour stay berthed to quay, included in Maritime Service categorised as such in “International Container Transit” and entry number 62 in stated service. In addition the vessel belongs to a shipping line with a Certification of Quality for the service provided (Art. 245.2)

GT Coefficient= $18979/100 = 189.79$

Nº of entry in Sº Mº: 62 with the coefficient: 0.7 to be applied.

$T1 = 189.79 \times 14 \times 1.43 \times 1.2 \times 1.00 \times 0.7 \times 0.95 \times 0.6 = 1.819.2464 \text{ €}$

10º.- ZONE I.- Payable amount for every 100GT and 1 hour period, for access and stay of vessels categorised as “Internal traffic – Commercial Activity”

For these cases a stopover number is set for the entire stay without leaving port and is paid monthly by stay, thus, an example payment of one of these stays would be:

Inactive vessel, berthed to quay from 01/01/2018, assuming uninterrupted stay since that date, and we wish to pay for the month of August, we should have:

Stay 8: would correspond to the month of August (31 periods)

$T1 = \text{Basic amount} \times \text{Correction Coeff.} \times \text{GT Coeff.} \times \text{Periods} \times \text{Coeff. Art. 197.e.7º}$

$T1 = 1.43 \times 1.2 \times 0.5 \times 31 \times 4.67 = 124.21 \text{ €}$

1.2	Passenger charge (T-2)
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Passenger charge (T-2 Art. 205-210, Spanish Royal Legislative Decree 2/2011, 5 September, amended by Law 22/2013, GSB for 2014).

a) In berths and maritime terminals not granted concession or authorisation:

The full amount of the charge applicable to each passenger in transport regime and vehicle in passenger regime shall be the result of applying to the basic amount P (3.23) the correction coefficient of the corresponding passenger charge (1.3) and multiplying by the traffic type coefficient.

$T2 = \text{Basic Amount} \times \text{nº days} \times \text{Correction Coeff.} \times \text{Passenger Coeff.} \times \dots$

TRAFFIC TYPES (Art. 208.a)	Article Nº	Passenger Coeff. (Art. 208.a)
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Passenger embarking and disembarking traffic applying the Schengen agreement	208.a.1º.1	0.75
Passenger embarking and disembarking traffic NOT applying the Schengen agreement	208.a.1º.2	1.00
Passenger on a cruise ship embarking or disembarking at the start or end port of call	208.a.1º.3	1.20
Passenger on a cruise ship in transit or staying more than one day in port, not counting the embarking or disembarking day	208.a.1º.4	0.75
Passenger on a cruise ship in transit	208.a.1º.5	0.75
Motorcycles and other two-wheeled vehicles embarking or disembarking	208.a.1º.6	1.30
Passenger cars and similar vehicles with passenger status, including towed items, with an overall length of up to 5 meters embarking or disembarking	208.a.1º.7	2.90
Passenger cars, including towed items, with an overall length of more than 5 meters embarking and disembarking	208.a.1º.8	5.80
Coaches and other collective transport vehicles embarking and disembarking	208.a.1º.9	15.60

(*) When qualifying for the simplified estimation scheme, the allowance for Article 209 (30%) is applied.

- b) In berths and maritime terminals granted concession or authorisation, the coefficients will be 50% of those shown in letter a).
- c) In maritime terminals granted concession or licence, without berths having been granted concession or licence, the coefficients will be 75% of those shown in letter a).

DESCRIPTION	Coefficient
Passengers under passenger transport regime and vehicles under passenger regime transported in vessels integrated in regular maritime services (Art. 208.d)	0.80
Passengers under transport regime and vehicles under passenger regime transported in vessels integrated in inter-island maritime services within a single archipelago (Art. 208.e)	0.20

ALLOWANCES FOR PASSENGER CHARGE:

A bonus will apply to Short Sea Shipping (SSS) (TMCD) (Art. 245.5).

DESCRIPTION (Art.245.5)	%	Coefficient
Passengers under transport regime	45%	0.55
Vehicles under passenger regime	60%	0.40

A bonus will apply to cruise ship traffic considered by the AP SCT as sensitive or of primary or strategic importance (Art. 245.3).

DESCRIPTION (Art.245.3)	%	Coefficient
Stopover in AP SCT port and Home Port in Málaga or Stopover in Málaga with home port in the AP SCT	30%	0.70
Stopovers in AP SCT home port, stopover in AP SCT port AND base in another AP SCT port, stopover in 4, 3, 2 AP SCT ports along the same route, all other cases and off-peak season	40%	0.60

Determination of the Payable amount: some examples of passenger tax calculation are shown below

1º.- Payable amount in berths and maritime terminals not granted concession or authorisation for passenger under transport regime (per passenger unit)

Formula:

Period (nº days) x Basic amount x Correction Coeff. x Passenger Coeff. Art. 208.a x Traffic type Coeff. (Art. 208.e or Art. 245.5 or Art. 208.d)

Example: Disembarking 1 passenger Schengen from a vessel subject to SSS maritime service
 $1 \times 3.23 \times 1.3 \times 0.75 \times 0.55 = 0.1732088 \text{ €}$

DESCRIPTION	Inter-island maritime services (Art. 208.e:0,20)	SSS maritime transport services (Art. 245.5: 45%)	Regular Maritime Services (Art. 208.d)	Rest
Passenger embarking or disembarking traffic applying the Schengen agreement	0.629850€	1.732088€	2.519400€	3.149250€
Passenger embarking or disembarking traffic NOT applying the Schengen agreement	0.839800€	2.309450€	3.359200€	4.199000€
Motorcycles and other two-wheeled vehicles embarking or disembarking	1.091740€	2.183480€	4.366960€	5.458700€
Passenger cars and similar vehicles with passenger status, including towed items, with an overall length of up to 5 meters embarking or disembarking	2.435420€	4.870840€	9.741680€	12.177100€
Passenger cars, including towed items, with an overall length of more than 5 meters embarking and disembarking	4.870840€	9.741680€	19.483360€	24.354200€
Coaches and other collective transport vehicles embarking and disembarking	13.100880€	26.201760€	52.403520€	65.504400€

In the case of berths or maritime stations granted concession or authorisation, this shall be multiplied by the coefficient 0.50.

DESCRIPTION	Inter-island Maritime Services (Art. 208.e)	SSS maritime transport services (Art. 245.5)	Regular Maritime Services (Art. 208.d)	Rest
Passenger embarking or disembarking traffic applying the Schengen agreement	0.314925€	0.866044€	1.259700€	1.574625€
Passenger embarking or disembarking traffic NOT applying the Schengen agreement	0.419900€	1.154725€	1.679600€	2.099500€
Motorcycles and other two-wheeled vehicles embarking or disembarking	0.545870€	1.091740€	2.183480€	2.729350€
Passenger cars and similar vehicles with passenger status, including towed items, with an overall length of up to 5 meters embarking or disembarking	1.217710€	2.435420€	4.870840€	6.088550€
Passenger cars, including towed items, with an overall length of more than 5 meters embarking and disembarking	2.435420€	4.870840€	9.741680€	12.177100€
Coaches and other collective transport vehicles embarking and disembarking	6.550440€	13.100880€	26.201760€	32.752200€

In the case of maritime stations granted concession or authorisation, without berths granted concession or authorisation, this shall be multiplied by the coefficient 0.50.

DESCRIPTION	Inter-island Maritime Services (Art. 208.e)	SSS maritime transport services (Art. 245.5)	Regular Maritime Services (Art. 208.d)	Rest
Passenger embarking or disembarking traffic applying the Schengen agreement	0.472388€	1.299066€	1.889550€	2.361938€
Passenger embarking or disembarking traffic NOT applying the Schengen agreement	0.629850€	1.732088€	2.519400€	3.149250€
Motorcycles and other two-wheeled vehicles embarking or disembarking	0.818805€	1.637610€	3.275220€	4.094025€
Passenger cars and similar vehicles with passenger status, including towed items, with an overall length of up to 5 meters embarking or disembarking	1.826565€	3.653130€	7.306260€	9.132825€
Passenger cars, including towed items, with an overall length of more than 5 meters embarking and disembarking	3.653130€	7.306260€	14.612520€	18.265650€
Coaches and other collective transport vehicles embarking and disembarking	9.825660€	19.651320€	39.302640€	49.128300€

2º.- Payable amount in berths and maritime stations not granted concession or authorisation for passenger under cruise ship regime

Period (nº days) x Basic Amount x Correction Coeff. x Passenger Coeff. Art. 208.a x Coeff. Art. 245.3

Example: cruise ship, for each passenger embarking/disembarking except during off-peak times:

$1 \times 3.23 \times 1.3 \times 1.2 \times 0.70 = 3.527160 \text{ €}$

Same case, for each passenger in transit: $1 \times 3.23 \times 1.3 \times 0.75 \times 0.70 = 2.204475 \text{ €}$

DESCRIPTION (Art. 208.a)	General (Art. 245.3)	Stopover in Home Port or Off-Peak (Art. 245.3)
Passenger embarking or disembarking	3.527160€	3.023280€
Passenger in transit or staying more than one day in port, excluding the days of embarkation.	2.204475€	1.889550€

3º.- Payable amount in berths and maritime terminals not granted concession or licence for passenger on local tours or boat trips

DESCRIPTION	Charge per passenger
If the trip does NOT take place exclusively within the port service area or inland waters such as within estuaries and bays (0.2).	0.839800€
If the trip takes place exclusively within the port service area or inland waters such as within estuaries and bays (0.04)	0.167960€

(*) When qualifying for the simplified estimation scheme, the allowance for Article 209 (Coefficient: 0.70) is applied.

1.3	Goods Charge (T-3)
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Goods Charge (T-3 Art. 211-217, Royal Legislative Decree 2/2011, 5 September, amended by Law 6/2018, GSB for 2014)

DESCRIPTION	Basic Amount M
Twenty-fifth final provision (Law 6/2018, GSB)	2.65

DESCRIPTION	Correction coefficient
Article 91 Correction coefficient (Law 6/2018, GSB)	1.0

For maritime entry and exit operations, as well as maritime transit and internal traffic: starting from four hours following their entrance into the port service area or disembarkation, as appropriate, for those goods and transported elements where the wheeled elements used in their transport have formed or will form part of the maritime transport, and 48 hours in all other cases.

FREIGHT TERMINALS OR INSTALLATIONS NOT GRANTED CONCESSION OR AUTHORISATION (Art. 214)

A) In freight terminals or installations NOT granted concession or authorisation, in cases of goods and transported elements in operations exclusively of maritime entry and exit, the full amount will be calculated in accordance with:

1º Simplified estimation scheme:

Status: With cargo

Transport element (Art. 214.a.1)	Coefficient Type element (Art. 214.a.1)
<=20ft Container (including flatbed up to 6.10 m)	10.00
Box or flatbed rigid vehicle up to 6,10 m.	10.00
>20ft Container (including flatbed longer than 6.10 m)	15.00
Semi-trailer and trailer	15.00
Box or flatbed rigid vehicle longer than 6.10 m	15.00
Box or flatbed articulated vehicle up to 16.50 m long	15.00
Rigid vehicles with trailer (road train)	25.00
Vehicles transported as goods:	
Vehicle weighing up to 2,500 kg	0.50
Vehicle weighing up to 2,500 kg	2.00

Status: Empty

Transport element (Art. 214.a.1)	Coefficient Type element (Art. 214.a.2.2)
<=20ft Container (including flatbed up to 6.10m long) (unit)	0.90
Box or flatbed rigid vehicle up to 6.10m. long (unit)	0.90
Flatbed up to hasta 6.10m long. (unit)	0.90
>20ft Container (including flatbed longer than 6.10m) (unit)	1.80
Semitrailer and trailer (unit)	1.80
Box or flatbed rigid vehicle longer than 6.10m (unit)	1.80
Box or flatbed articulated vehicle up to 16.50m in total (unit)	1.80
Flatbed over 6.10m (unit)	1.80
Towing vehicle (unit)	0.60
Rigid vehicle with trailer (road train) (unit)	2.90
Other not included before (ton)	0.50

2.Group estimation scheme

Cargo group (Art. 214.a.2)	Coefficient Type element (Art. 214.a.2)
GROUP ONE	0.16
GROUP TWO	0.27
GROUP THREE	0.43
GROUP FOUR	0.72
GROUP FIVE	1.00

Status: Empty

Transport element (Art. 214.a.1)	Coefficient Type element (Art. 214.a.2.2)
<=20ft Container (including flatbed up to 6.10m long) (unit)	0.90
Box or flatbed rigid vehicle up to 6.10m long (unit)	0.90
Flatbed up to hasta 6.10m long. (unit)	0.90
>20ft Container (including flatbed longer than 6.10m) (unit)	1.80
Semitrailer and trailer (unit)	1.80
Box or flatbed rigid vehicle longer than 6.10m (unit)	1.80
Box or flatbed articulated vehicle up to 16.50m in total (unit)	1.80
Flatbed over 6.10m (unit)	1.80
Towing vehicle (unit)	0.60
Rigid vehicle with trailer (road train) (unit)	2.90
Other not included before (ton)	0.50

B) For cargo and transport elements in maritime TRANSIT operations, in installations and maritime terminals NOT granted concession or authorisation, the fee will be calculated as established in heading A), considering transit operations as unloading for these purposes.

DESCRIPTION (Art.216.a)	Coefficient
Cargo and transport elements in maritime transit	0.25

Note:

For territorial cohesion reasons among the islands, cargo and transport elements in maritime transit operations with origin or destination in another port of general interest in the same archipelago, will be exempt from paying this tax.

C) For cargo and transport elements in sea TRANS-SHIPPING operations, in installations and sea terminals NOT granted concession or authorisation, the tax will be the following

1. Berthed vessels: 50 per cent of the fee defined in heading A), considering trans-shipping operations as unloading operations to this avail.
2. Between vessels tied to berthed vessels or another tied vessel, as well as between anchored vessels: 30 per cent of the fee defined in heading A), considering trans-shipping operations as unloading operations for these purposes.

A) For cargo and transport elements in DOMESTIC MARITIME TRANSIT operations, in installations and maritime terminals NOT granted concession or authorisation, the fee will be calculated such: as established in heading A) and it will be paid once in the loading or unloading operation.

B) For cargo and transport elements in LAND TRANSIT operations, in installations and maritime terminals NOT granted concession or authorisation, the fee will be calculated such: 50% of that established in heading A) to the cargo or transport element entering the port's service area.

CARGO INSTALLATIONS OR MARITIME TERMINALS GRANTED CONCESSION OR AUTHORISATION (Art. 215)

For maritime cargo terminals granted concession or authorisation, the full fee will be the following:

a) Berthing with concession or authorisation granted:

1. Maritime arrival or departure operations: 50 per cent of the established fee in heading A) of the previous article.
2. Maritime transit operations: 25 per cent of the fee established in letter B) of the previous article.
3. Trans-shipping operations: 20 per cent of the fee established in letter C) of the previous article, as long as at least one of the vessels occupies the conceded or authorised berthing.

b) If the berthing is not granted concession or authorisation, 80 per cent of the corresponding fee in the previous article will be applied.

c) For land traffic operations: 40 per cent of that established in heading E) previously, as long as the destination installation is granted concession or authorisation.

GOODS TAX ALLOWANCES

In order to incentivise captation, loyalty and sea traffic and services growth, promoting economic and social development in the Spanish ports' area of economic influence, or in Spain as a whole. (Art. 245.3)

DESCRIPTION (Art. 245.3)	%	Coefficient
Loading of fruit and vegetables. Batches 701-714 and 801-814 (from the 1 st ton onwards)	20	0.80
Frozen fish in transit or loading schemes. Batches 0303A. 0303B.0304. 0306. 0307 and 0308 (from the 1 st ton onwards)	40	0.60
Barge fuel supply: up to 550.000 t	5	0.95
Barge fuel supply: up to 550.000 t	40	0.60
LNG Loading/Unloading. Batch 2711B (from the 1 st ton onwards)	40	0.60
Cement Loadings Batches 2523A and 2523B (from 100,000 t onwards)	40	0.60
Loading/Unloading in Granadilla. From the first stopover onwards.	20	0.80
Loading/Unloading of chemical products. Batches 2828. 2806 and 2815	40	0.60
Cocoa Loading. Batches 1801. 1802.1803. 1804 and 1805 (from the 1 st ton onwards)	20	0.80
Loading/Unloading of alternative energy sources (BIOMASS) Batches 4401A. 4403A. 4403B and 4403C (from the 1 st ton onwards)	40	0.60

In order to promote and consolidate the role of Spain as international logistics platform, for cargo in maritime entry and exit or in international transit in a container terminal under concession or authorisation. (Art. 245.4)

DESCRIPTION (Art.245.4)	%	Coefficient
Over 3,000 TEUs, in container terminal under concession or authorisation.	40%	0.60

In order to take into consideration the insularity, isolation and ultra-peripheral character of the Canary Islands, only for cargo with maritime entry or exit status, with SSS origin or destination. (Art. 245.5)

DESCRIPTION (Art.245.5)	%	Coefficient
Maritime services with other ports outside the archipelago (Not compatible with reduction in Art. 216.c or Art. 216.b)	20%	0.80

Net payable amount assessment: examples of payable amount calculations for incoming and departing cargo (Status: loaded).

1. Payable amount per loaded element unit in maritime freight entry or exit, for berthed vessels providing inter-island maritime services. Simplified estimation scheme.

Formula:

Basic quantity x Correction Coeff. x Element Type Coeff. Art. 214.a x Traffic Type Coeff. (Art. 216 x Terminal Type Coeff.

Example: vessel carrying <=20ft containers and >20ft containers.

For every <=20ft container:

$$2.65 \times 1.2 \times 10.00 \times 0.20 \times 0.8 = 5.08800\text{€}$$

For every >20ft container:

$$2.65 \times 1.2 \times 15.00 \times 0.20 \times 0.8 = 7.63200\text{€}$$

Transport element (Art. 214.a.1)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no berthing Art. 215.b.1) (0.80)
<=20ft Container (including flatbed up to 6.10m)	6.360000€	5.088000€
Box or flatbed rigid vehicle up to 6.10 m.	6.360000€	5.088000€
>20ft Container (including flatbed longer than 6.10 m)	9.540000€	7.632000€
Semi-trailer and trailer	9.540000€	7.632000€
Box or flatbed rigid vehicle longer than 6.10 m	9.540000€	7.632000€
Box or flatbed articulated vehicle up to 16.50 m long	9.540000€	7.632000€
Rigid vehicles with trailer (road train)	15.900000€	12.720000€
Vehicles transported as goods:		
Vehicle weighing up to 2,500 kg	0.318000€	0.254400€
Vehicle weighing up to 2,500 kg	1.272000€	1.017600€

(*) Coefficient applied: belonging to inter-island Maritime Service within the same group of islands. (Art. 216.c):0.20

2. Payable amount by loaded element unit in maritime freight entry or exit, for berthed vessels belonging to SSS-REGULAR maritime services. Simplified estimation.

Transport element (Art. 214.a.1)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (0.80)
<=20ft Container (including flatbed up to 6.10m)	25.440000€	20.352000€
Box or flatbed rigid vehicle up to 6,10 m.	25.440000€	20.352000€
>20ft Container (including flatbed longer than 6.10 m)	38.160000€	30.528000€
Semi-trailer and trailer	38.160000€	30.528000€
Box or flatbed rigid vehicle longer than 6.10 m	38.160000€	30.528000€
Box or flatbed articulated vehicle up to 16.50 m long	38.160000€	30.528000€
Rigid vehicles with trailer (road train)	63.600000€	50.880000€
Vehicles transported as goods:		
Vehicle weighing up to 2,500 kg	1.272000€	1.017600€
Vehicle weighing up to 2,500 kg	5.088000€	4.070400€

(*) Coefficient not applied: belonging to SSS-REGULAR maritime service .(Art. 216.c):0.80

(*) Allowance applied: Art. 245.5 Cargo with SSS origin or destination, except Canary Islands. 20%. coefficient: 0.80)

3. Payable amount per loaded element unit in maritime freight entry or exit, for berthed vessels belonging to SSS-REGULAR. RO-RO maritime services. Simplified estimation.

Transport element (Art. 214.a.1)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no berthing Art. 215.b.1) (0.80)
<=20ft Container (including flatbed up to 6.10m)	19.080000€	15.264000€
Box or flatbed rigid vehicle up to 6.10 m.	19.080000€	15.264000€
>20ft Container (including flatbed longer than 6.10 m)	28.620000€	22.896000€
Semi-trailer and trailer	28.620000€	22.896000€
Box or flatbed rigid vehicle longer than 6.10 m	28.620000€	22.896000€
Box or flatbed articulated vehicle up to 16.50 m long	28.620000€	22.896000€
Rigid vehicles with trailer (road train)	47.700000€	38.160000€
Vehicles transported as goods:		
Vehicle weighing up to 2,500 kg	0.954000€	0.763200€
Vehicle weighing up to 2,500 kg	3.816000€	3.052800€

(*) Coefficient applied: belonging to SSS-REGULAR. RO-RO maritime service .(Art. 216.c):0.60

(*) Allowance not applied: Art. 245.5 Cargo with SSS origin or destination, except Canary Islands. 20%. coefficient: 0.80)

4. Payable amount by loaded element unit in maritime freight entry or exit, for berthed vessels in general, simplified estimation.

Transport element (Art. 214.a.1)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (0.80)
<=20ft Container (including flatbed up to 6.10m)	31.800000€	25.440000€
Box or flatbed rigid vehicle up to 6.10 m.	31.800000€	25.440000€
>20ft Container (including flatbed longer than 6.10 m)	47.700000€	38.160000€
Semi-trailer and trailer	47.700000€	38.160000€
Box or flatbed rigid vehicle longer than 6.10 m	47.700000€	38.160000€
Box or flatbed articulated vehicle up to 16.50 m long	47.700000€	38.160000€
Rigid vehicles with trailer (road train)	79.500000€	63.600000€
Vehicles transported as goods:		
Vehicle weighing up to 2,500 kg	1.590000€	1.272000€
Vehicle weighing up to 2,500 kg	6.360000€	5.088000€

5. Payable amount per loaded element unit in maritime freight entry and exit, for berthed vessels providing inter-island maritime services, group estimation.

Cargo group (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no berthing Art. 215.b.1) (0.80)
GROUP ONE	0.101760€	0.081408€
GROUP TWO	0.171720€	0.137376€
GROUP THREE	0.273480€	0.218784€
GROUP FOUR	0.457920€	0.366336€
GROUP FIVE	0.636000€	0.508800€

(*) Coefficient applied: belonging to inter-island Maritime Service within the same group of islands. (Art. 216.c):0.20

6. Payable amount by loaded element unit in maritime freight entry and exit, for berthed vessels belonging to SSS-REGULAR maritime services. Group estimation.

Transport element (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no berthing Art. 215.b.1) (0.80)
GROUP ONE	0,407040€	0.325632€
GROUP TWO	0,686880€	0.549504€
GROUP THREE	1,093920€	0.875136€
GROUP FOUR	1,831680€	1.465344€
GROUP FIVE	2,540000€	2.035200€

(*) Coefficient not applied: belonging to SSS-REGULAR maritime service. (Art. 216.b):0.80

(*) Allowance applied: Art. 245.5 Cargo with SSS origin or destination, except Canary Islands. 20%. coefficient: 0.80)

7. Payable amount by loaded element unit in maritime freight entry and exit, for berthed vessels belonging to SSS-REGULAR, RO-RO maritime service. Group estimation.

Transport element (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no berthing Art. 215.b.1) (0.80)
GROUP ONE	0,305280€	0.244224€
GROUP TWO	0,515160€	0.412128€
GROUP THREE	0,820440€	0.656352€
GROUP FOUR	1,373760€	1.099008€
GROUP FIVE	1,908000€	1.526400€

(*) Coefficient applied: belonging to SSS-REGULAR. RO-RO maritime service. (Art. 216.c):0.60

(*) Allowances not applied: Art. 245.5 Cargo with SSS origin or destination, except Canary Islands. 20%. coefficient: 0.80)

8. Payable amount per loaded element unit in maritime freight entry and exit, for vessels in general, group estimation.

Transport element (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no berthing Art. 215.b.1) (0.80)
GROUP ONE	0.508800€	0.407040€
GROUP TWO	0.858600€	0.686880€
GROUP THREE	1.367400€	1.093920€
GROUP FOUR	2.289600€	1.831680€
GROUP FIVE	3.180000€	2.544000€

Net payable amount assessment: examples of payable amount calculations for incoming and departing cargo (Status: empty).

1. Payable amount per empty transport element unit in maritime freight entry and exit for berthed vessels providing inter-island maritime services.

Cargo group (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (80%)
<=20ft Container (including flatbed up to 6.10m long) (unit)	0.572400€	0.457920€
Box or flatbed rigid vehicle up to 6.10m long (unit)	0.572400€	0.457920€
Flatbed up to hasta 6.10m long. (unit)	0.572400€	0.457920€
>20ft Container (including flatbed longer than 6.10m) (unit)	1.144800€	0.915840€
Semitrailer and trailer (unit)	1.144800€	0.915840€
Box or flatbed rigid vehicle longer than 6.10m (unit)	1.144800€	0.915840€
Box or flatbed articulated vehicle up to 16.50m in total (unit)	1.144800€	0.915840€
Flatbed over 6.10m (unit)	1.144800€	0.915840€
Towing vehicle (unit)	0.381600€	0.305280€

Rigid vehicle with trailer (road train) (unit)	1.844400€	1.475520€
Other not included before (ton)	0.318000€	0.254400€

(*) Coefficient applied: belonging to inter-island Maritime Service within the same group of islands. (Art. 216.c):0.20

2. Payable amount per empty element unit in maritime freight entry and exit, for berthed vessels belonging to SSS-REGULAR maritime services.

Cargo group (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (80%)
<=20ft Container (including flatbed up to 6.10m long) (unit)	2,289600€	1.831680€
Box or flatbed rigid vehicle up to 6.10m long (unit)	2,289600€	1.831680€
Flatbed up to hasta 6.10m long. (unit)	2,289600€	1.831680€
>20ft Container (including flatbed longer than 6.10m) (unit)	4,579200€	3.663360€
Semitrailer and trailer (unit)	4,579200€	3.663360€
Box or flatbed rigid vehicle longer than 6.10m (unit)	4,579200€	3.663360€
Box or flatbed articulated vehicle up to 16.50m in total (unit)	4,579200€	3.663360€
Flatbed over 6.10m (unit)	4,579200€	3.663360€
Towing vehicle (unit)	1,526400€	1.221120€
Rigid vehicle with trailer (road train) (unit)	7,377600€	5.902080€
Other not included before (ton)	1,272000€	1.017600€

(*) Coefficient not applied: belonging to SSS-REGULAR maritime service. (Art. 216.c):0.80

(*) Allowance applied: Art. 245.5 Cargo with SSS origin or destination, except Canary Islands. 20%. coefficient: 0.80)

3. Payable amount per empty element unit in maritime freight entry or exit, for berthed vessels belonging to SSS-REGULAR. RO-RO maritime services.

Cargo group (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (80%)
<=20ft Container (including flatbed up to 6.10m long) (unit)	1,717200€	1.373760€
Box or flatbed rigid vehicle up to 6.10m long (unit)	1,717200€	1.373760€
Flatbed up to hasta 6.10m long. (unit)	1,717200€	1.373760€
>20ft Container (including flatbed longer than 6.10m) (unit)	3,434400€	2.747520€
Semitrailer and trailer (unit)	3,434400€	2.747520€
Box or flatbed rigid vehicle longer than 6.10m (unit)	3,434400€	2.747520€
Box or flatbed articulated vehicle up to 16.50m in total (unit)	3,434400€	2.747520€
Flatbed over 6.10m (unit)	3,434400€	2.747520€
Towing vehicle (unit)	1,144480€	0.915840€
Rigid vehicle with trailer (road train) (unit)	5,533200€	4.426560€
Other not included before (ton)	0,954000€	0.763200€

(*) Coefficient applied: belonging to SSS-REGULAR. RO-RO maritime service. (Art. 216.c):0.60

(*) Allowances not applied: Art. 245.5 Cargo with SSS origin or destination. except Canary Islands. 20%. coefficient: 0.80)

4. Payable amount per empty element unit in maritime freight entry or exit, for berthed vessels in general, rest of territories.

Cargo group (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (80%)
<=20ft Container (including flatbed up to 6.10m long) (unit)	2.862000€	2.289600€
Box or flatbed rigid vehicle up to 6.10m long (unit)	2.862000€	2.289600€
Flatbed up to hasta 6.10m long. (unit)	2.862000€	2.289600€
>20ft Container (including flatbed longer than 6.10m) (unit)	5.724000€	4.579200€
Semitrailer and trailer (unit)	5.724000€	4.579200€
Box or flatbed rigid vehicle longer than 6.10m (unit)	5.724000€	4.579200€
Box or flatbed articulated vehicle up to 16.50m in total (unit)	5.724000€	4.579200€
Flatbed over 6.10m (unit)	5.724000€	4.579200€
Towing vehicle (unit)	1.908000€	1.526400€
Rigid vehicle with trailer (road train) (unit)	9.222000€	7.377600€
Other not included before (ton)	1.590000€	1.272000€

Net payable amount assessment: example of calculation of tax on cargo in transit.

1. Payable amount per element unit loaded with cargo in maritime freight transit, in berthed vessels, simplified estimation.

Transport element (Art. 214.a.1)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (0.80)
<=20ft Container (including flatbed up to 6.10m)	7.950000€	6.360000€
Box or flatbed rigid vehicle up to 6,10 m.	7.950000€	6.360000€
>20ft Container (including flatbed longer than 6.10 m)	11.925000€	9.540000€
Semi-trailer and trailer	11.925000€	9.540000€
Box or flatbed rigid vehicle longer than 6,10 m	11.925000€	9.540000€
Box or flatbed articulated vehicle up to 16.50 m long	11.925000€	9.540000€
Rigid vehicles with trailer (road train)	19.875000€	15.900000€
Vehicles transported as goods:		
Vehicle weighing up to 2,500 kg	0.397500€	0.318000€
Vehicle weighing up to 2,500 kg	1.590000€	1.272000€

(*) Coefficient applied: maritime traffic (Art. 216.a):0.25

2. Payable amount per element unit loaded with cargo in maritime freight transit, group assessment.

Transport element (Art. 214.a.1)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (0.80)
GROUP ONE	0.127200€	0.101760€

GROUP TWO	0.214650€	0.171720€
GROUP THREE	0.341850€	0.273480€
GROUP FOUR	0.572400€	0.457920€
GROUP FIVE	0.795000€	0.636000€

(*) Coefficient applied: maritime traffic (Art. 216.a):0.25

3. Payable amount per empty element unit in maritime freight transit in berthed vessels.

Cargo group (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (80%)
<=20ft Container (including flatbed up to 6.10m long) (unit)	0.715500€	0.572400€
Box or flatbed rigid vehicle up to 6.10m long (unit)	0.715500€	0.572400€
Flatbed up to hasta 6.10m long. (unit)	0.715500€	0.572400€
>20ft Container (including flatbed longer than 6.10m) (unit)	1.431000€	1.144800€
Semitrailer and trailer (unit)	1.431000€	1.144800€
Box or flatbed rigid vehicle longer than 6.10m (unit)	1.431000€	1.144800€
Box or flatbed articulated vehicle up to 16.50m in total (unit)	1.431000€	1.144800€
Flatbed over 6.10m (unit)	1.431000€	1.144800€
Towing vehicle (unit)	0.477000€	0.381600€
Rigid vehicle with trailer (road train) (unit)	2.305500€	1.844400€
Other not included before (ton)	0.397500€	0.318000€

(*) Coefficient applied: maritime traffic (Art. 216.a):0.25

4. Payable amount per loaded element unit, in international transit (NOT SSS). Simplified estimation (only applicable to container terminals)

Transport element (Art. 214.a.1)	Terminal under concession. no mooring Art. 215.b.1) (80%)
<20ft container (including flatbed up to 6.10m)	3.816000€
>20ft container (including flatbed longer than 6.10m)	5.724000€

(*) Allowances applied: Art. 245.4:0.60

For example: A vessel in maritime terminal under concession and berthing without concession, declaring cargo in international maritime transit, and submitting two added declarations containing the following:

Declaration 1: 20 > 20ft loaded container units.

Declaration 2: 452 > 20ft loaded container units and 68 <= 20ft units

Two invoices will be emitted, one for each added declaration.

Invoice 1:

$T3 = 20 \times 2.65 \times 1.2 \times 15 \times 0.8 \times 0.25 \times 0.6 = 20 \times (5.724000) = 114.48 \text{ €}$

Invoice 2:

$$T3 = [452 \times (2.65 \times 1.2 \times 15 \times 0.8 \times 0.25 \times 0.6)] + [68 \times (2.65 \times 1.2 \times 10 \times 0.8 \times 0.25 \times 0.6)] = [452 \times 5.724] + [68 \times 3.816] = 2.587.25 + 259.48 = 2.846.74 \text{ €}$$

Net payable amount assessment: example of calculation of tax on cargo in trans-shipment.

1. Payable amount per loaded element unit in SSS-REGULAR trans-shipment when the vessel is berthed. Simplified estimation.

Transport element (Art. 214.a.1)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (0.80)
<=20ft Container (including flatbed up to 6.10m)	12,720000€	10.176000€
Box or flatbed rigid vehicle up to 6.10 m.	12,720000	10.176000€
>20ft Container (including flatbed longer than 6.10 m)	19,080000€	15.264000€
Semi-trailer and trailer	19,080000€	15.264000€
Box or flatbed rigid vehicle longer than 6.10 m	19,080000€	15.264000€
Box or flatbed articulated vehicle up to 16.50 m long	19,080000€	15.264000€
Rigid vehicles with trailer (road train)	31,800000€	25.440000€
Vehicles transported as goods:		
Vehicle weighing up to 2,500 kg	0,795000€	0.508800€
Vehicle weighing up to 2,500 kg	3,180000€	2.035200€

(*) Art. 214.c.1º applied here: 50% on moored vessels, equivalent to a landing operation.

2. Payable amount per loaded element unit in SSS-REGULAR trans-shipment when the vessel is tied to another, anchored.

Transport element (Art. 214.a.1)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (0.80)
<=20ft Container (including flatbed up to 6.10m)	7,632000€	6.105600€
Box or flatbed rigid vehicle up to 6.10 m.	7,632000€	6.105600€
>20ft Container (including flatbed longer than 6.10 m)	11,448000€	9.158400€
Semi-trailer and trailer	11,448000€	9.158400€
Box or flatbed rigid vehicle longer than 6.10 m	11,448000€	9.158400€
Box or flatbed articulated vehicle up to 16.50 m long	11,448000€	9.158400€
Rigid vehicles with trailer (road train)	19,080000€	15.264000€
Vehicles transported as goods:		
Vehicle weighing up to 2,500 kg	0,381600€	0.305280€
Vehicle weighing up to 2,500 kg	1,526400€	1.221120€

(*) Art. 214.c.2º applied here: 30% on tied or anchored vessels, equivalent to an unloading operation.

3. Payable amount for non-member maritime trans-shipment, berthed vessels. Group estimation.

Transport element (Art. 214.a.1)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (0.80)
GROUP ONE	0.254400€	0.203520€
GROUP TWO	0.429300€	0.343440€
GROUP THREE	0.683700€	0.546960€
GROUP FOUR	1.144800€	0.915840€
GROUP FIVE	1.590000€	1.272000€

(*) Coefficient applied: maritime trans-shipment (Art. 214.c.1º): 0.50

Net payment assessment: example of calculation of tax on cargo in maritime domestic traffic.

It shall be paid once, either in the loading or unloading operation:

Transport element (Art. 214.a.2)	Terminal with no concession (Art. 214.a) (1.00)	Terminal under concession. no mooring Art. 215.b.1) (0.80)
<=20ft Container (including flatbed up to 6.10m)	31.800000€	25.440000€
Box or flatbed rigid vehicle up to 6.10 m.	31.800000€	25.440000€
>20ft Container (including flatbed longer than 6.10 m)	47.700000€	38.160000€
Semi-trailer and trailer	47.700000€	38.160000€
Box or flatbed rigid vehicle longer than 6.10 m	47.700000€	38.160000€
Box or flatbed articulated vehicle up to 16.50 m long	47.700000€	38.160000€
Rigid vehicles with trailer (road train)	79.500000€	63.600000€
Vehicles transported as goods:		
Vehicle weighing up to 2,500 kg	1.590000€	1.272000€
Vehicle weighing up to 2,500 kg	6.360000€	5.088000€

Fishing Charge (Art. 218-222, RDL 2/2011, 5 September)

Payment of this tax will give fishing vessels the right to remain in port for a period of one month from the time of entry, in the position indicated by the Port Authority. Once this time has expired, a tax on inactive vessels, including fishing boats and floating crafts, shall be applied to the vessel as set out in Article 197.1 (e) of this law.

In case of forced inactivity due to bad weather, biological standstills, coast closures or lack of license, the Port Authority will extend the above mentioned period up to for six months. From this moment, as long as these circumstances still apply, the fishing boat or vessel will have to pay the fee applicable to fishing vessels whose last landing operation has taken place at the port and are in a situation of biological standstill, coast closure or lack of license. These circumstances will have to be accredited with certifications from the authorities. In the case of a change in circumstances or not being accredited, the tax referred to in the previous paragraph will apply. This tax will not be applied to fishing ships or vessels that do not unload fresh, refrigerated or manufactured fish at the port. In this case, the fee corresponding since the moment of entry will apply.

The passive subject will pass on the amount to the buyer of the catch, by means of invoice or similar document in which the expression 'Fresh fishing fee at a rate of...' will be included.

Taxable base.

The taxable base of this fee is the catch or its related products' market value, which will be determined according to the following criteria:

- a) The value obtained from an auction sale at the port.
- b) When an auction has not taken place or the catch has not been sold at the port, it will be determined according to the average value obtained in same-species auctions carried out on the same day, or on the nearest date an auction of the same species and characteristics has taken place.

Alternatively, the officially accredited average market price from the previous week will be taken as reference.

- c) In case this price cannot be fixed in the ways described in the previous paragraphs, the Port Authority will fix it taking into account the usual market conditions.

Rate of taxation:

- a) With use of non-conceded or authorised fisheries building:
 - 1. Fishing unloaded by sea: 2.2 per cent of the valuation basis.
 - 2. Fishing accessing the fishing building by road: 1.8 per cent of the valuation basis.
- b) No fisheries building use:
 - 1. Fishing unloaded by sea: 1.8 per cent of the valuation basis.
 - 2. Fishing accessing the fisheries building by road: 1.5 per cent of the valuation basis.
- c) Under concession or authorised use of fisheries building:
 - 1. Fishing unloaded by sea: 0.4 per cent of the valuation basis.
 - 2. Fishing accessing the fisheries building by road: 0.3 per cent of the valuation basis.

(Art. 223-230, RDL 2/2011. 5 September)

DESCRIPTION (Art.229)	Coefficient
Basic Amount for recreational and leisure craft charge	E (0.124)

Calculation of the full amount:

- a) For non-conceded or authorised docks or leisure installations, situated in Zone I or in the port waters, the full fee amount will result from the addition of the following concepts:**

1. For vessel access and stay in berth or anchoring, the fee will be the amount resulting from the multiplication of occupied surface in square metres by the number of full or part days of stay, by the basic quantity E and the coefficient in the following table:

TYPE OF BERTHING OR ANCHORING	Coefficient Type: mooring or anchoring (Art. 226.a.1)
Front berth to jetty and moored to buoy or dolphin	1.00
Front berth to jetty and installation of side jetty	2.00
Sideways berthing to quay or jetty	3.00
Berthing alongside another vessel moored to quay or to another vessel	0.50
Anchored using a mooring buoy, dolphin or fixed point	0.60
Anchored using own resources	0.40

(*) For areas with depth at low maximum living equinoctial, the coefficients will be 50% of those mentioned earlier.

Depending on availability, the total fee amount will be the resulting amount from the multiplication of occupied surface in square metres by the number of full or part days of stay, by the basic quantity E and the following coefficients:

SERVICE AVAILABILITY	Coefficient
Running water	0.07
Electricity	0.10
Electricity and running water	0.17

(*) Water and electricity consumption will be charged independently from the fee amount.

(*) Vessels with permanent base at the port will be charged 80% of the fee.

- b) For docks and nautical leisure installations under concession or authorisation, situated in Zone I or in the port waters, and with water space also under concession or authorisation, the fee will be the following:**

1. For vessel access and, if applicable, stay, at berth or mooring post, the total fee amount will be the resulting quantity from the multiplication of occupied surface in square metres by the number of full or part days of stay, by the basic quantity E and the coefficient applied according to the following chart:

Vessel	Coefficient
--------	-------------

	General	Sail boat under 12 metres or motorised vessel under 9 metres
Vessels in transit	0.39	0.15
Vessels with base at the port	0.32	0.10

2. For areas with depth at low maximum living equinoctial, the coefficients will be 50% of those mentioned earlier.

3. If the water space is not under concession or authorisation, the fee will be 80% higher than the one provided in this heading.

- c) In the case of docks and nautical installations situated totally or partially in Zone II, when the ship or vessel occupies Zone I, the fee shall be that described in headings a) and b). On the contrary, if it occupies Zone II or it is situated outside port waters, the fee will be 30% of that provided in heading a) point 1, and b) for Zone I, and 100% of the fee described in point 2 of heading a) for Zone I.**

Note:

(*) Ships or vessels based at the port are those whose stay at the port has been authorised for a period equal to or longer than six months. Thus, ships or vessels in transit are those whose stay has been authorised for a limited period, shorter than six months. The fee amount is independent from the vessel's entries, departures or days of absence during the time a mooring post has been allocated.

Art. 231-236, RDL 2/2011. 5 September

The taxable event is the use of transit areas, especially created by the Port Authority, and exceptionally the use of manoeuvring areas, by cargo and transport elements for a period longer than:

- a) For maritime arrival or departure operations, maritime transit, and internal traffic: 4 hours from their entry into the service area, for cargo and transport elements in which the wheeled elements carrying them have been or will form part of the maritime transport, and 48 hours in all other cases.
- b) For land transit operations: 4 hours since port service area entry.

Materials, machinery or equipment duly authorised by the Port Authority, which despite not being considered cargo or transport elements, remain at the port for continuous periods longer than 24 hours.

The full fee will be the quantity resulting from the multiplication of occupied surface in square metres by the number of full or part days of stay, by the basic quantity (T) and the applied coefficient according to the following table:

The base quantity T is established for all Port Authorities at #0.105 €#

DURATION OF OCCUPATION	Coefficient
Until day 7	1
From day 8 to day 15	3
From day 16 to day 30	6
From day 31 to day 60	10
From day 61 onwards	20

(*) The smallest rectangular surface containing cargo, transport elements, material, machinery or deposited equipment.

(*) In case of non-compliance, the Port Authority could impose penalty payments, of non-fiscal nature, of 20% of the fee for the use of transit areas per each delayed day or fraction from the final date of complete removal.

Art. 237-244, RDL 2/2011. 5 September.

RDL 1/2014. 24 January about Reform in Infrastructure and transport matters and other economic measures.

Law 36/2014. 26 December. General State Budget for the year 2015.

The taxable event is the use of maritime signalling service, defined in Art. 137, RDL 2/2011, and is due as soon as the vessel starts to obtain services in Spanish jurisdictional waters.

The full fee is:

a) Merchant ships, freezer vessels and, in general, all those vessels to which, depending on their characteristics, a Vessel Rate is applied: multiplying the vessel's GT number, with a minimum of 100GT, by the basic quantities (A+C) and by the 0.035 coefficient in the first three stopovers every natural year at a Spanish port.

b) Deep and high seas fishing ships and vessels:

1. In the case of ships and vessels based at a Spanish port, the multiplication of the GT number by (A+C) quantities, each calendar year.
2. For vessels not based at a Spanish port, the fee will result from dividing the result as per the 1st ordinal among the number of days in each calendar year, multiplied by the number of stay days, full or in part, the ship will remain in Spanish jurisdictional waters.

c) Shallow and coast fishing ships and vessels:

1. In the case of ships and vessels based at a Spanish port, the multiplication of the (A+C) quantities by the coefficient 50, each calendar year.
2. For vessels not based at a Spanish port, the fee will result from dividing the result as per the 1st ordinal among the number of days in each calendar year, multiplied by the number of full or part days the ship will remain in Spanish jurisdictional waters.

3.

d) Recreational or leisure craft over nine metres if they are powered by an engine and over twelve metres if sailboats, which must hold a certificate from the Spanish registry-navigation permit, or dispatch documents or manning:

1. If they are based at a Spanish port: the result of multiplying (A+C) by the length of the boat (in metres) by the beam (in metres) and by the coefficient 16, every natural year.
2. If they are not based at a Spanish port: the fee will result from dividing the resulting amount as per the 1st ordinal among the number of days in the natural year, multiplied by the number of full or part days the ship will remain in Spanish jurisdictional waters.

e) Recreational or leisure craft under nine metres if they are powered by an engine, and which must hold a certificate from the Spanish registry-navigation permit, either dispatch documents or manning:

1. If they are based at a Spanish port: the result of multiplying (A+C) by the length of the boat (in metres) by the beam (in metres) and by the coefficient 40, just once and valid for an indefinite period.

2. For vessels not based at a Spanish port, the fee will result from dividing the result as per the 1st ordinal among the number of days in each natural year, multiplied by the number of full or part days the ship will remain in Spanish jurisdictional waters.

The tax will be chargeable by the Port Authority assigned for maritime signalling matters, depending on the geographical area where the port is:

- A) Ships and vessels included in heading a), in the first three stopovers every natural year in every Spanish port they enter.
- B) Ships and vessels included in headings b), c) and d):
 1. If they are based at a Spanish port: once a year.
 2. If they are not based at a Spanish port: for the number of full or part days the ship will remain in Spanish jurisdictional waters.
- C) Ships and vessels included in heading e):
 3. If they are based at a Spanish port: once at the time of registration.
 4. If they are not based at a Spanish port: for the number of full or part days the ship will remain in Spanish jurisdictional waters.

DESCRIPTION	BASIC QUANTITY
Basic Amount of Navigational Assistance Fee corresponding to the navigational assistance services provided by the Port Authorities (A)	A (0.29)
Basic Amount of Navigational Assistance Fee corresponding to the navigational assistance services provided by the <i>Sociedad de Salvamento y Seguridad Marítima</i> (Sea Rescue and Maritime Safety Society) (C)	C (0.28)

Art. 132, RDL 2/2011. 5 September

Art. 92. Correction Coefficients applied to the fixed vessel-generated waste collection tariff, Law 3/2017. 27 June. General State Budget for the year 2017.

The Correction Coefficients outlined in Art. 132.8 of the TRLPEMM, approved by RDL 2/2011, 5 September, to be applied by the Port Authorities to the vessel-generated waste collection tariff will be:

PORT AUTHORITY	Correction Coeff. applied to FIXED TARIFF
Santa Cruz de Tenerife	1.00

21st Final Provision of Law 3/2017. 27 June. General State Budget for the year 2017.

With the aim of reducing waste disposed by ships into the sea, the Port Authorities will charge a fixed tariff to all berthed vessels, on every stopover at the port, even if they do not use the service. Such tariff will be determined by the ship's gross tonnage (GT) units and additionally, to the number of people in passenger ships. The payment will give ships the right to dispose of by land collection means at Zone I of the port, with no additional cost for the first seven days of the stopover, all waste included in annexes I and V of the Marpol Convention 73/78.

If the collection is carried out by marine means, or takes place in Zone II, the tariff will increase by 25% from that established for Zone I.

DESCRIPTION	Base quantity (R1)	Base quantity (R2)
Passenger ships, such a ferries, ro-pax and cruises.	75€	0.25€
Rest of vessels (non-passenger)	80€	-

*(R1) the coefficient is applied depending on the GT

SHIP'S GROSS TONNAGE	Coefficient
Ships btw. 0 and 2.500 GT	1.50
Ships btw. 2.501 and 25.000 GT	$6 \times 0.0001 \times \text{GT}$
Ships btw. 25.001 and 100.000 GT	$(1.2 \times 0.0001 \times \text{GT}) + 12$
Ships over 100.00 GT	24.00

*(R2) is applied to the Number of people on board the ship, following the Single Declaration of Stopover:

- Cruise passenger ships: the sum of crew + passengers finishing + passengers on transit.
- Passenger ships, except cruise ships: the sum of crew + disembarking passengers being transported + transport carriers disembarking.

Allowances:

- a) When the ship holds a Maritime Administration Certificate stating that lesser quantities of waste are produced due to the ship's environmental management, its design, available equipment or exploitation conditions: 20%.

* For passenger vessels, the certificate will distinguish between waste included in Annex I and V., the allowance being applied to the part of the associated fixed tariff in the certificate, (R1) or (R2).

- b) When a vessel on a stopover does not unload as per Annex I, and is certified by the Maritime Administration for the disposal of the waste included in this annex, the payment of the corresponding tariffs at the last stopover port, as long as it guarantees the collection of all such waste and that its storage capacity has not been exceeded or will not be until the next stopover: 50%.

* For passenger vessels, the allowance only affects the part of the fixed tariff associated to the (R1).

- c) Vessels operating in regular traffic with frequent and regular stopovers, particularly those operating **SSS** (Short Sea Shipping) lines, and can prove to the Port Authorities by means of a certificate issued by the Maritime Administration, the existence of a **plan** assuring **the disposal of waste in Annex I and V**, the payment of the corresponding tariffs in one of the ports on the ship's route, and guarantee that on none of its journeys the storage capacity of each type of waste is exceeded:

$$100 \times [1 - (0.30 / (n - 1))] \% \quad n > 2$$

Being "n" the average number of different ports in which the maritime line stops every seven day period, and as long as it is equal to or more than 2. If the ship unloads, the total amount of the tariff will be charged (without allowance).

*For passenger vessels, the certificate will distinguish the existence of a disposal plan for waste in Annex I and V, the allowance being applied to the part of the fixed tariff associated either to R1 (Annex I) and/or R2 (Annex V), respectively at the port where there is no unloading. For example, if a disposal plan for annexes I and V is available, but the certificate only makes reference to Annex I, the resulting bonus will only apply to the part of the fixed tariff relating to R1.

- Waste Plan Annex I and V with exemption certificate for Annex I:

$$T7 = (R1 \times \text{GT Coeff.} \times \text{Correction Coeff.}) \times \text{allow.}] + (R2 \times \text{number of people})$$

- Waste Plan Annex I and V with exemption certificate for Annex V:

$$T7 = R1 \times \text{GT Coeff.} \times \text{Correction Coeff.}) \times \text{allow.}] + (R2 \times \text{number of people}) \times \text{allowance}$$

c.1) In case c), when the ship possesses a plan that **only assures the disposal of one of the annexes**, the allowance will be:

- 1/3 of the corresponding allowance, if accredited for plan for annex V.

$$1/3 \times [100 \times (1 - 0.30 / (n - 1))] \%$$

- 2/3 of the corresponding allowance, if accredited for plan for annex I.

$$2/3 \times [100 \times (1 - 0.30/(n-1))] \%$$

c.2) * A passenger vessel that is only accredited for **plan of disposal for Annex V** (solid waste), the allowance shall be applied on one third of the fixed tariff corresponding to (R1), and on 100% of the fixed tariff corresponding to (R2).

$$T7 = [2/3(R1 \times \text{GT Coeff.} \times \text{Correction Coeff.}) + 1/3(R1 \times \text{GT Coeff.} \times \text{Correction Coeff.}) \times \text{allow.}] + (R2 \times \text{number of people}) \times \text{allowance.}$$

* A passenger vessel that is accredited for plan of disposal for Annex I (liquid waste), the allowance is applied on two thirds of the fixed tariff corresponding to (R1), with no allowance being applied on the part of the fixed tariff corresponding to (R2).

$$T7 = [2/3(R1 \times \text{GT Coeff.} \times \text{Correction Coeff.}) \times \text{allow.} + 1/3(R1 \times \text{GT Coeff.} \times \text{Correction Coeff.})] + (R2 \times \text{number of people})$$

No allowance waste collection tariff will be:

$$\text{Waste tariff} = (R1 \times \text{applied GT Coeff.} \times \text{Correction Coeff.}) + (R2 \times \text{number of people} \times \text{Correction Coeff.})$$

(*) Canary Islands IGIC applicable on ships belonging to inter-island maritime services.

The following are exempt:

- a) Warships, auxiliary naval units and other vessels belonging or being at the service of a State in the EU, providing only non-commercial government services.
- b) Vessels and crafts at the Port Authority's service or associated with construction work carried out within the port's service zone, ships giving service to the port's public Administration, providing port services, used for inside traffic or dedicated to re-fuelling and re-supplying, proving to the Port Authorities the existence of a plan assuring periodic disposal of waste and residues generated, by means of a certificate issued by the Maritime Administration, accepted by one of the service providers and with obligation to justify the disposals made every three months.
- c) Fresh fishing boats or vessels. In this case, the Port Authority must subscribe to an agreement with fishermen's associations with the aim of establishing a plan that secures periodical disposal of waste and residues generated by the vessel or craft, accepted by one of the service providers and with obligation to justify the disposals made every three months.
- d) Leisure and recreational crafts for a maximum of twelve passengers. In this case, The Port Authority must subscribe to an agreement with dock operators or leisure installations, with the aim of establishing a plan that secures periodical disposal of waste and residues generated by the ship or vessel, accepted by one of the service providers and with obligation to justify the disposals made every three months.
- e) Vessels anchoring in geographical areas that have not needed improvement works and the installation of equipment to facilitate anchoring.

f) Inactive vessels and floating vessels under construction, major repairs, transformation or ship-breaking.

1.- Calculation example: Assuming a certain passenger vessel 'X', with 15,600 GT, with a waste plan for Annex I and V (132.10.c), and exemption certificate for Annexes I and V, making regular and frequent journeys, with an average of 4 ports and with 210 people in the Single Stopover Declaration: 35 crew members at entry and 75 passengers at entry and not delivering any residues at the stopover.

GT: 15.000 → applied GT coefficient: $6 \times 0.0001 \times \text{GT}$. so that:

$$6 \times 0.0001 \times 15600 = 9.36$$

On the other hand $n = 4$, so the allowance applied is:

$$100 \times [1 - (0.30 / (n - 1))] \% = 100 \times [1 - (0.30 / (4 - 1))] \% = 100 \times [1 - (0.30 / 3)] = 100 \times (0.90) \% = 90\%, \text{ so } 0.10 \text{ coefficient is applied.}$$

Fixed residue reception tariff = $(R1 \times \text{GT Coeff.} \times \text{Correction Coeff.}) \times 0.10 + (R2 \times \text{number of people} \times \text{Correction Coeff.}) \times 0.10 = (75 \times 9.36 \times 1.00 \times 0.10) + (0.25 \times 210 \times 1.00 \times 0.10) = 70.20 + 5.25 = 75.45 \text{ €}$

2.- Calculation example: Assuming a certain passenger vessel 'X', with 15,600 GT, with a waste plan for Annex V, making regular and frequent journeys, with an average of 4 ports and with 210 people in the Single Stopover Declaration: 35 crew members at entry and 75 passengers at entry and not delivering any residues at the stopover.

In this case, a passenger vessel allowance will be applied on a third of the fixed tariff corresponding to R1 and on 100% of the part corresponding to R2.

Vessel coefficient: $6 \times 0.0001 \times 15600 = 9.36$

Allowance $n=4$: 90% → Applied Coeff. 0.10

Waste tariff = $2/3(R1 \times \text{GT Coeff.}) + 1/3(R1 \times \text{GT Coeff.}) \times 0.10 + (R2 \times \text{number of people}) \times 0.10$
 $= 2/3(75 \times 9.36 \times 1.00) + 1/3(75 \times 9.36 \times 1.00) \times 0.10 + (0.25 \times 210 \times 1.00) \times 0.10 = 468 + 23.4 + 5.25 = 491.4 \text{ €}$

3.- Calculation example: Assuming a certain passenger vessel 'X', with 17,743 GT, with a waste plan for Annex I, making regular and frequent journeys, with an average of 4 ports and with 210 people in the Single Stopover Declaration: 35 crew members at entry and 75 passengers at entry and not delivering any residues at the stopover.

In this case, a passenger vessel allowance will be applied on two thirds of the fixed tariff corresponding to R1, with no allowance on the part corresponding to R2.

Vessel coefficient: $6 \times 0.0001 \times 17343 = 10.4058$

Allowance: $[100 \times (1 - (0.30 / (n - 1)))] \% = [100 \times (1 - (0.30 / 3))] \% = (100 \times 0.90) \% = 90\%$ so 0.10 coefficient is applied

Waste tariff = $1/3(R1 \times \text{GT Coeff.} \times \text{Correction Coeff.}) + 2/3(R1 \times \text{GT Coeff.} \times \text{Correction Coeff.}) \times 0.10 + (R2 \times \text{number of people} \times \text{Correction Coeff.}) = 1/3(75 \times 10.4058 \times 1.00) + 2/3(75 \times 10.4058 \times 1.00) \times 0.10 + (0.25 \times 162 \times 1.00) = 260.145 + 52.029 + 40.5 = 352.674 \text{ €}$

4.- Calculation example: Assuming a certain passenger vessel 'X', with 71,304, with a waste plan for Annex I, making regular and frequent journeys, with an average of 4 ports and with 3086 people in the Single Stopover Declaration: 631 crew members at entry and 2455 passengers at entry and not delivering any residues at the stopover, holds an exemption certificate for Annexes I and V. It must also submit reduced disposal emission certificate (132.10.a), both for residues in Annex I and V.

Vessel coefficient = $(1.2 \times 0.0001 \times GT) + 12 = (1.2 \times 0.0001 \times 71304) + 12 = 20.5565$
 Allowance for reduced emission: 20% coefficient: 0.8 (apply both to R1 and R2)
 Allowance = $(100 \times (1 - (0.30/(n-1)))) \% = (100 \times (1 - (0.30/4))) \% = (100 \times (1 - 0.075)) \% = (100 \times 0.9250) \% = 92.50\%$ so the coefficient applied is 0.075 to be applied both to R1 and R2.
 Waste tariff = $(R1 \times GT \text{ Coeff.} \times \text{Correction Coeff.}) \times \text{Allowance.} + (R2 \times R1 \times \text{number of people} \times \text{Correction Coeff}) \times \text{Allowance} =$
 $= (75 \times 20.5565 \times 1.00) \times 0.8 \times 0.075 + (0.25 \times 3086 \times 1.00) \times 0.8 \times 0.075 =$
 $= 92.5 + 46.29 = 138.79 \text{ €}$ IGIC not applied to international navigation

5.- Calculation example: Assuming a certain non-passenger vessel 'X', with 15,600 GT, with a waste plan for Annex I, making regular and frequent journeys, with an average of 4 ports and not delivering any residues at the stopover.
 In this case, it would be regular and frequent traffic, with four ports, so the allowance, according to 132.10.c. will be 1/3 of the corresponding allowance, in view a delivery plan for Annex I.

GT: 15.000 → applied GT coefficient: $6 \times 0.0001 \times GT$. So that:
 $6 \times 0.0001 \times 15600 = 9.36$
 on the other side $n = 4$. so the applied allowance is:

$\frac{1}{3} (100 \times [1 - (0.30/(n-1))]) \% = \frac{1}{3} (100 \times [1 - (0.30/ (4-1))]) \% = \frac{1}{3} (100 \times [1 - (0.30/3)]) = \frac{1}{3} (100 \times (0.90)) \% = \frac{1}{3} (90\%) = 30\%$ so 0.70 coefficient is applied

Waste reception tariff = $(R1 \times GT \text{ Coeff.} \times \text{Correction Coeff.}) \times 0.70 =$
 $= (75 \times 9.36 \times 1.00 \times 0.70) = 491.4 \text{ €}$

6.- Calculation example: Assuming a certain passenger vessel 'X', with 15,600 GT, with a waste plan for Annex I and V (132.10.c), and exemption certificate for Annex I, making regular and frequent journeys, with an average of 4 ports with 210 people in the Single Stopover Declaration: 35 crew members at entry and 75 passengers at entry and not delivering any residues at the stopover.

In this case, with a delivery plan for Annexes I and V, but with the certificate referring only to Annex I, condition c) in article 132.10 must apply: 'in case of passenger vessels, the certificate will distinguish between a disposal plan for waste in Annex I and another one for Annex V, the allowance being applied to the corresponding part of the tariff; R in this case, since it refers to Annex I'.

GT: 15.600 → applied GT coefficient: $6 \times 0.0001 \times GT$. so that:
 $6 \times 0.0001 \times 15600 = 9.36$
 on the other hand $n = 4$. so the applied allowance is:

$$100 \times [1 - (0.30 / (n-1))] \% = 100 \times [1 - (0.30 / (4-1))] \% = 100 \times [1 - (0.30 / 3)] = 100 \times (0.90) \% = 90\% \text{ so } 0.10 \text{ coefficient is applied}$$

Fixed waste reception tariff = (R1 x GT Coeff. x Correction Coeff.) x 0.10 + (R2 x R1 x number of people x Correction Coeff.) = (75 x 9.36 x 1.00 x 0.10) + (0.25 x 210 x 1.00) = 70.20 + 52.5 = 122.7 €

2.- CHARGES FOR COMMERCIAL SERVICES PROVIDED BY SANTA CRUZ DE TENERIFE PORT AUTHORITY

2.1 WATER SUPPLY CHARGE

BOP no. 61. Monday 6 May 2013. Correction of errors BOP no. 157 15 November 2012

Fares will be revisable according to supply prices and maintenance costs.

These are applicable all work days from 8:00 a.m. to 20:00 p.m., Mondays to Fridays and 8:00 to 14:00 Saturdays. Outside these times and on public holidays, services will have a 25% surcharge.

Fixed installations and fishing boats based at an APSCT port, will be invoiced every two months. The rest will be charged at the time of delivery of service, at docks or cistern.

PORT	TYPE	TARIFF
Port of S/C de Tenerife	Fixed installations	2.66 €/m ³
	Vessels from docks	2.97 €/m ³
	Vessels from cistern	6.92 €/m ³
Port of S/C de La Palma	Fixed installations	1.72 €/m ³
	Vessels from docks	2.03 €/m ³
Port of San Sebastián de la Gomera	Fixed installations	1.72 €/m ³
	Vessels from docks	1.99 €/m ³
Port of Los Cristianos	Fixed installations	2.42 €/m ³
	Vessels from docks	2.73 €/m ³
Port of La Estaca	Fixed installations	2.27 €/m ³
	Vessels from docks	2.58 €/m ³

For non-fishing boats, fishing boats and recreational vessels based at ports under the Port Authority control, a minimum two-monthly fare will be applied.

A deposit will be required for counter installation expenses, accessories, padlock and fastener. Such deposit will not provide any property rights on the measuring equipment, and it will be returned at the end of the supply period or at a change of mooring, with the amount for the padlock or fastener being discounted from the deposit.

DESCRIPTION	MINIMUM CONSUMPTION
Non-fishing vessels	20 m ³
Fishing and sports vessels	3 m ³
Fixed installations (every two months)	10 m ³
Vessel from cistern	100 m ³

2.2 ELECTRICITY SUPPLY CHARGE

BOP no. 4. Monday 9 January 2017

BOP. No. 156. Monday 14 December 2015

The Low Voltage and Medium Voltage Supply Service offered by the APSCT is modified, adopting the following structure:

PORT	TYPE	kWh PRICE
All pots under APSCT	Fixed installations (minimum two-monthly invoicing 150 kWh)	0.1773 €
	Vessels, platforms, floating elements, etc., from dock	0.2344 €

(*) This fare includes power up to 50kW for installed connections. Ships, platforms and floating elements requiring bigger connection works will be charged connection costs.

2.3 OCCUPIED SURFACE CHARGE

BOP no. 66. Tuesday 6 April 2010

For the occupation of a physical space outside the 'transit and manoeuvre' zones with merchandise or vehicles for temporal storage, the rectangle around the total shipment will be measured, defined in such way that two sides are parallel to the edge of the quay, rounding off the number of square metres by excess. Surface will be reduced by 25% quartiles as the cargo is lifted.

PORT	OCCUPATION	STORAGE	
		UNCOVERED	COVERED
S/C de Tenerife	Day or part	0.1016 €/m ²	0.1922 €/m ²
S/C de La Palma. San Sebastián de la Gomera. La Estaca y Los Cristianos	Day or part	0.1016 €/m ²	0.1555 €/m ²

2.4 HYDRAULIC RAMP CHARGE

BOE. no. 310. Saturday 27 December 2003

BOE. no 313. Wednesday 31 December 2003

PORT	TARIFF
S/C de Tenerife	53.7185 €/hour or part
S/C de La Palma, San Sebastián de La Gomera, La Estaca and Los Cristianos	47.1194 € hour or part

(*) Minimum invoicing will be two hours per ramp operation at the ports of Santa Cruz de La Palma, San Sebastián de La Gomera, La Estaca and Los Cristianos.

(*) The fare includes manipulation and maintenance by the Port Authority. If users take charge of manipulation, a 25% discount will be applied; if they take charge of manipulation and maintenance, 35% will be applied.

2.5 PASSENGER WALKWAY CHARGE

BOE. no. 310. Saturday 27 December 2003

BOE. no. 313. Wednesday 31 December 2003

TYPE	PORT	TARIFF
Covered walkway	All	91.8587 €/day or part
Passenger walkway	Santa Cruz de Tenerife	79.4598 €/day or part
	Santa Cruz de La Palma. San Sebastián de La Gomera. La Estaca y Los Cristianos	10.5117 €/hour or part

2.6 WEIGHBRIDGE CHARGE

BOP. no. 58. Friday 13 May 2016

BOP. no. 49. 22 April 2016

PORT	TARIFF
S/C de Tenerife	5.0000 €/weight unit
Tariff for Port stowage company weighing a full ship loaded with general no-container merchandise	11.00 €/day
S/C de La Palma. San Sebastián de La Gomera. La Estaca and Los Cristianos	0.7933 €/weight unit

(*) The fare is applicable all work days from 8:00 a.m. to 20:00 p.m., Mondays to Fridays and 8:00 to 14:00 Saturdays. Outside these times and on public holidays, services will have a 25% surcharge.

2.7 FENCING HIRE CHARGE

BOP. no 166. Friday 22 August 2008

As required by the passive subject, carrying and setting up fences from the storage space to the place they are going to be used (within the port limits), re-grouping and later removal.

PORT	TARIFF	
S/C de Tenerife	1 st day	2 ^º days and on
	1.00 €/fence	0.05 €/fence

(*) A minimum of ten fences will be invoiced on the first day.

2.8 FIREFIGHTING SERVICE CHARGE

BOP. no 166. Friday 22 August 2008

It consists of the installation of protective fencing and the provision of a water supply with a counter. In case water is used, it will be charged separately.

PORT	TARIFF	
S/C de Tenerife	1 st day	2 ^º days and on
	52.89 €/day or part	5.29 €/ day or part

2.9	ESCORT CHARGE
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BOP. no. 66. Tuesday 6 April 2010

As required by the passive subject, for circulation of over-sized vehicles on port roads, except those used for loading/unloading operations (included in the cargo fare)

PORT	TARIFF
S/C de Tenerife	63.12 €/hour or part

2.10	INSTALLATION AND HIRE OF FIRE ENGINE CHARGE
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BOP. no. 66. Tuesday 6 April 2010

Service consisting of the delivery of a fire engine belonging to the Port Authority from the storage place to the place it is to be used and later collection and return.

PORT	SERVICE	TARIFF
S/C de Tenerife	Installation and use	107.35 € hour or part
	With Port Authority Staff (each)	30.14 € hour or part

2.11	YOKOHAMA HIRE CHARGE
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BOP. no. 66. Tuesday 6 April 2010

For the delivery, installation and use of defences 'Yokohama' type belonging to the Port Authority, including auxiliary means of attachment.

PORT	SERVICE	TARIFF
S/C de Tenerife	Delivery of defence (crane lorry) from storage	297.36 €/unit
	Use of defence (including auxiliary means)	236.88 €/day
	Placement of defence (with long reach crane 'Grover type) on the side of the ship and later collection (including chains, cables, shackles and necessary support staff	987.84€/unit

2.12	ACCRUAL OF OVERTIME BY PORT AUTHORITY STAFF FOR HAZARD INTERVENTION
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BOP. no. 66. Tuesday 6 April 2010

Support service in hazard interventions (vigilance support, help with removals, etc.)

PORT	SERVICE	PERSONNEL	TARIF
All	Vigilance	Head of service	26.18 €/ hour or part
All	Vigilance	Security	22.11 €/ hour or part
S/C de Tenerife	Maintenance	Head of Unit	31.06 €/ hour or part
S/C de Tenerife	Maintenance	Head of Team	22.19 €/ hour or part
S/C de Tenerife	Maintenance	Foreman	19.25 €/ hour or part
S/C de Tenerife	Maintenance	1 st class skilled worker	15.07 €/ hour or part
S/C de Tenerife	Maintenance	Specialised Labourer	12.56 €/ hour or part

(*) Price per person.

2.13	PARKING BAY HIRE FOR USERS OF THE PORT-CITY MARITIME STATION CHARGE
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BOP. no 8. Monday 13 January 2010

As required by the passive subject, parking bay hire for a saloon vehicle in Port Authority parking areas delimited and linked to the Port-City. Entry and exit card included: the cost of it charged to the user in case of loss or non-return at the end of a service hire.

PORT	TARIFF
S/C de Tenerife	35.18 €/month

2.14	ISSUE OF IDENTITY CARD FOR ACCESS TO RESTRICTED AREAS ON THE PORT PREMISES CHARGE
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BOP no 162. Tuesday 25 September 2007

PORT	SERVICE	TARIFF
All	ID card issue	6.60 €/unit
	Loss, theft, misuse or any other cause different from renovation	12.00 €/unit

2.15	VEHICLE REMOVAL SERVICE CHARGE
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BOP. no. 144. Wednesday 21 July 2010

For towing services.

PORT	TARIFF
S/C de La Palma	50 €/unit

2.16	VEHICLE REMOVAL AND STORAGE SERVICE CHARGE
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BOP no. 14. Wednesday 26 January 2011.

BOP. no. 66. Tuesday 6 April 2010

BOP no. 133. Monday 15 de August 2005

PORT	CONCEPT	TARIFF
S/C de Tenerife	Vehicle removal and towing	85.00 €/ each
	Interrupted operation	43.00 €/operation
	Vehicle storage	14.00 €/day.
Los Cristianos	Vehicle removal and towing	68.40 €/each
	Interrupted operation	33.25 €/operation
	Vehicle storage	12.35 €/day
San Sebastián de La Gomera	Cost of crane service (IGIC included) + occupation of surface tariff	38.00 € + 0.1555 €/m ²

(*) For the port of San Sebastián de La Gomera, the vehicle towing and custody tariff is the sum of two concepts: crane service and surface occupation tariff.

BOP nº 8. Wednesday 13 January 2010

Payment of this fee must be made in advance through bank transfer to one of the Port Authority's accounts (account holder: Autoridad Portuaria de Santa Cruz de Tenerife).

BLACK AND WHITE DUPLICATE SERVICE	TARIFF
A4	0.05 €
A3	0.11 €
A4 DOUBLE SIDED	0.09 €
A3 DOUBLE SIDED	0.21 €
PLANS DIN A0	1.80 €
PLANS DIN A1	1.20 €
PLANS DIN A2	0.57 €
PLANS LINEAR METRE	1.50 €

COLOUR DUPLICATE SERVICE	TARIFA
A4	0.52 €
A3	1.04 €
A4 DOUBLE SIDED	1.04 €
A3 DOUBLE SIDED	2.09 €
PLANS DIN A0	7.37 €
PLANS DIN A1	4.12 €
PLANS DIN A2	2.84 €
PLANS LINEAR METRE	6.50 €

SCANNING SERVICE	TARIFF
A4	0.14 €
A3	0.29 €
PLANS DIN A0	4.00 €
PLANS DIN A1	3.00 €
PLANS DIN A2	2.00 €

SERVICE	TARIFF
CD AND DVD COPIES	3.70 €
BINDING	1.97 €

2.18	CHARGE TO BE APPLIED TO USERS OF THE PORT OF SANTA CRUZ DE TENERIFE FRESH AND FROZEN FISH COMMERCIALISATION CENTRE WHO, NOT HOLDING A FIXED POSITION IN THE CENTRE, PROVIDE THE SERVICE OF THE INITIAL SALE OF FISH PRODUCTS THERE
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BOP no. 123. Monday 29 August 2009

PORT	TARIFF
S/C de Tenerife	0.07 €/Kg.

(*) Tariff for kilogram of manipulated, weighed and labelled merchandise, independently of the species.

2.19	CHARGE FOR THE SALE OF ICE IN THE FISH COMMERCIALISATION CENTRE, IN SANTA CRUZ DE TENERIFE PORT FISHING DOCK
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BOP. no. 66. Tuesday 6 April 2010

PORT	TARIFF
S/C de Tenerife	0.0605 €/Kg.

2.20	HIRE OF COVEYOR BELT CHARGE
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BOP no. 140. Saturday 20 October 2012

Hire of conveyor belt for loading and unloading luggage. Delivery to the ship, removal and cleaning not included. The belt must be returned in the same condition as it was before use. The service user will incur the costs for any damage due to misuse.

PORT	TARIFF
S/C de Tenerife	39.76 €/day

2.21	HIRE OF FIXED SCANNER CHARGE
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BOP. no 5. Monday 12 January 2015

For the rental of a fixed scanner for luggage inspection at Santa Cruz de Tenerife Port, including the placement of the scanner during inspection and cleaning. The hirer of the service will be charged for any damage due to misuse in the time it is at his or her disposal.

PORT	TARIFF
S/C de Tenerife	113.37 €/day

2.22	HIRE OF MOBILE SCANNER CHARGE
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BOP. no. 140. Saturday 20 October 2012

For the rental of a mobile scanner for luggage inspection at the Port of Santa Cruz de Tenerife, including its placement alongside the vessel and removal after the inspection and its cleaning have taken place.

PORT	TARIFF
S/C de Tenerife	204.39 €/día

The service user will be charged for any damage due to misuse in the time it is at his or her disposal.

2.23	CHARGE FOR SERVICE PROVIDED FOR VESSEL GROUNDING BY MEANS OF SELF-PROPELLED GANTRY (TRAVELIFT) IN LOS CRISTIANOS PORT
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BOP. no. 79. Friday 15 June 2012

LENGTH	TARIFF
0 < Length < 8 metres	61.35 €/vessel
8 ≤ Length < 9 metres	7.05 €/m. length
9 ≤ Length < 10 metres	7.45 €/m. length
10 ≤ Length < 11 metres	7.90 €/m. length
11 ≤ Length < 12 metres	8.35 €/m. length
12 ≤ Length < 13 metres	8.75 €/m. length
13 ≤ Length < 14 metres	9.15 €/m. length
14 ≤ Length < 15 metres	9.55 €/m. length
15 ≤ Length < 16 metres	9.95 €/m. length
16 ≤ Length < 17 metres	10.35 €/m. length
17 ≤ Length	20.70 €/m. length

(*)Application considerations:

1º They shall be considered maximum tariff.

2º Applied depending on length in metres or part, taking into account whether the vessel has centreboard, crane or any other protruding elements. The dimension will be calculated by means of vertical projection of the elements.

3º Applied per operation, hoisting and launching counted as separate operations.

4º The fare includes wedging and bracing works.

BOP no. 91. Wednesday 15 July 2015

BOP nº 74. Monday 8 June 2015

PORT	SEWAGE		DISPOSAL AND TREATMENT		TOTAL	
	Fixed costs (€/month)	Variable costs (€/m ³)	Fixed costs (€/month)	Variable costs (€/m ³)	Fixed costs (€/month)	Variable costs (€/m ³)
S/C de Tenerife	3.83	0.288	6.70	0.155	10.53	0.443
S/C de La Palma	9.90	0.455	0.13	0.300	10.03	0.755
La Estaca	11.87	0.020	5.93	0.116	17.80	0.136
Los Cristianos	11.65	0.215	0.00	0.267	11.65	0.482

(*)Application considerations:

1º Previous application to the Port Authority.

2º Maintenance and servicing of the installations is conducted by Santa Cruz de Tenerife Port Authority.

3º Fares are revised annually, following a previous technical report.

4º The final bill will be calculated according to the fresh water volume consumed by users at points of control. The information will be collected periodically, and a detailed invoice will be sent to the interested part.

5º The Port Authority will make the connection and it will be charged to the client.

2.25

**CHARGE FOR THE SUPPORT SERVICE PROVIDED FOR GOODS INSPECTION
DUTIES AT THE BORDER INSPECTION POST**
BOP. no. 52. Friday 24 April 2015
BOP. nº 3. Thursday 5 January 2012
BOP. nº 22. Wednesday 20 February 2019

PORT	SERVICE	TARIFF
S/C de La Palma	Support service FOR GOODS inspection duties in the Port's BIP	175.08 €/container
S/C de Tenerife	1.-BIP use with or without manipulation	38.30 €/unit
	2.-Non-palletised products:	
	Partial	12.44 €/ton
	20ft full container	160.45 €/unit
	40ft full container	269.25 €/unit
	3.- Palletised products	4.20 €/ton
	4.-Bulk merchandise (non-palletised)	6.01 €/ton
	5.-Storage fare:	
	Cold storage fare	
	The first fifteen	44.20 €/ton
	The second fifteen	66.31 €/ton
	Room temperature storage fare	
	The first fifteen	25.32 €/ton
	The second fifteen	37.98 €/ton
	Minimum storage fare in both cases	6.33 €
	6.-Container plugged into BIP power (max. 8 hours)	47.25 €/ day unit
	7.-Safeguarding container after hours	13.55 €/hour.
	8.-After hours inspection	50% increase on standard tariff

2.26

CHARGE FOR SERVICE PROVIDED IN THE VARADERO ZONE IN LOS CRISTIANOS PORT.
BOP, nº 14, Wednesday 26 de January de 2011

SERVICE	TARIFF
Charge for berthing place in dry dock (up to 7 metres in length)	4,80 €/day

Application considerations:

- The fee shall be paid in advance and prior to the occupation of the place.
- Vessels in transit, the amount corresponding for the authorized period.
- Vessels with base at the port (period ≥ 6 months), will have a 20% bonus.

SERVICE	TARIFF
Elevator charge (full operation of lifting or lowering)	28,19 €
Occupancy tax in the Varadero zone (does not include lifting, lowering or propping up, which will be carried out by authorized company)	Base charge: 0,39 € m ² /day.

Coefficients of progressivity as a function of the duration of the occupation:

Period	Coefficient
Up to day 10 th	1,0
From the 11 th to the 20 th day	1,2
From the 21 th to the 30 th day	1,4
From the 31 th to the 60 th day	2,0
From the 61 th forward	5,0