



MAXIMUM CHARGES FOR THE PORT MOORING AND UNMOORING SERVICE IN THE PORT OF BARCELONA APPLICABLE FROM 1 MARCH 2025, APPROVED BY THE BOARD OF DIRECTORS OF BARCELONA PORT AUTHORITY ON 26 FEBRUARY 2025.

Port mooring and unmooring charges shall include the cost of mooring and unmooring personnel, that of the vessels and their consumables, and other means that they may use, and any other expense or cost required to provide the service.

1. Charging structure.

Charges shall be based on the quantification of the "gross tonnage" (GT) of the assisted vessel, as it appears in the London International Certificate of 23 June 1969. If the towed vessel does not have the gross tonnage according to the aforementioned International Agreement, then an estimated amount shall be applied according to the formula in Article 203 of Royal Legislative Decree 2/2011 of 5 September 2011 approving the Recast Text of the Law on State Ports and the Merchant Navy.

No additional surcharges or discounts may be set under the established charge structure that penalises use of the service at night, on weekends or public holidays.

Likewise, no difference shall be established in the charges applicable to the port mooring and unmooring services based on whether the operation is outbound or inbound, the distance in the location of the origin/destination wharf in the interior port service area, or the nature of the mooring arrangements used by the vessel.

In general, surcharges may be applied only for entry and exit operations involving a dry dock, berths at discontinuous wharves where the mooring devices are located on mooring dolphins, and for wharf change operations or amended operations more than 50 metres along the same alignment. Any other surcharge intended to be applied to a specific service shall be expressly approved by Barcelona Port Authority after assessing the applicable circumstances.

This fee structure shall be mandatory for all providers regardless of whether or not there is competition.

2. Maximum charges for the mooring and unmooring service.

The fees payable for each service shall be as follows:

Price according to Gross Tonnage (GT) of the vessel:

Vessel GT	Charge
From 0 to 7,000	105,30 EUR
From 7,001 to 120,000	0,015045 x GT EUR
> 120,000	1.805,34 EUR



Removals involving a change of wharf or amended operations of berthed vessels more than 50 metres along the same alignment shall be considered as mooring and unmooring for the purposes of charging.

An additional 80% shall be applied for berthing or unberthing operations of vessels in a dry or floating dock, Nou Contradic wharf or discontinuous inflammables wharves.

In addition to the cost of the professional services of the moorers and ships' services, these charges shall include all and any deriving from the use of the vessels and other means, as well as any other expense or cost incurred in the service and provision of the necessary information for correctly providing said service.

The Gross Tonnage (GT) set by Barcelona Port Authority shall be taken into consideration when applying the charges in accordance with the International Convention on Tonnage Measurement of Ships signed in London on 23/06/1969, and with Regulation (EC) 2978/94. If the vessel or floating equipment does not have the gross tonnage, an estimated amount shall be applied according to the formula in Article 203 of Royal Legislative Decree 2/2011 of 5 September 2011 approving the Recast Text of the Law on State Ports and the Merchant Navy.

3. Charges for intervention in emergency responses, firefighting, rescue and pollution control.

Any direct interventions in response to requests from the competent authority in emergency responses, rescue operations, firefighting and pollution control that lead to specific identifiable costs shall accrue the specific charges established for this purpose.

The maximum charges applicable to each item listed above, and their percentages of application, whether performed in the intervention or alert zone, shall be as follows:

- a) Charge for intervention in mooring and unmooring operations to a vessel in an emergency: the maximum fee shall correspond to the vessel's GT and surcharges, plus a 100% surcharge.
- b) Charge for intervention in operations considered as public service obligations in accordance with the Particular Specifications<sup>1</sup>, on board derelict or undermanned vessels: the corresponding maximum charge for the vessel GT plus a surcharge of 47 EUR/hour for each moorer on board. This charge shall be independent of that billed by the mooring services on land, which shall be governed by the normal model.

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<sup>1</sup> Particular Specifications for the port mooring and unmooring service in the Port of Barcelona approved by Barcelona Port Authority by resolutions of the Board of Directors adopted at its meeting of 26 October 2011, published in the Official State Gazette (BOE) of 9 October 2015.



- c) Charges for mooring and unmooring operations for vessels that are not in an emergency but are in the intervention or alert area: the maximum fee corresponding to the GT of the vessel and surcharges, plus an additional 60% surcharge in the case of the intervention zone and 30% in the case of the alert zone.
- d) Charge for pollution control operations using a vessel: 233.81 EUR/hour/vessel.
- e) Other services provided in the port service area: 233.81 EUR/hour per sufficiently manned vessel, 141 EUR/hour per support vehicle with two operators and 47 EUR/hour per additional operator.

These charges shall apply without prejudice to any compensation for damages and replacement costs that may be payable to the provider by the party that gave rise to the intervention, including those of consumables used such as barriers, dispersants, absorbent materials, etc.

The hourly component of billing shall be applied proportionally per fifteen-minute period (one quarter of an hour). A minimum billing of one full hour shall apply only in cases in which billing is entirely based on the time of service.

For the purposes of hourly billing, the service period shall be calculated from the moment the moorers and vessels, when applicable, position themselves at the intervention site up until the end of the service.