

# Price list 2026

MARIEHAMNS  
HAMN



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## General terms of conditions

Operations in the harbour area of Port of Mariehamn are subject to the harbour regulations of Port of Mariehamn.

The price list is valid from January 1st and until further notice, but at the latest until December 31st of the specified year. Mariehamns hamn Ab reserves the right to revise the price list, and the current price list is available on **[www.mariehamnshamn.ax](http://www.mariehamnshamn.ax)**.

All owners, holders, representatives, or other parties responsible for the port charges for vessels arriving at or departing from the Port of Mariehamn, as well as those who otherwise use the services of Port of Mariehamn, commit to adhering to the price list and are obligated to provide complete invoicing details to the port.

Invoicing of port charges according to this price list is based on the port declaration which the vessel's master, shipowner, or agent for either of these must submit to Port of Mariehamn prior to the vessel's call.

If the vessel is exempt from the obligation to submit a port declaration, the vessel's master shall provide Port of Mariehamn with the information necessary to determine the port charge.

Port charges are based on NT (net tonnage) and/or LOA (length over all) of the vessels.

The charges in this price list do not include statutory value-added tax (VAT). VAT is added to the prices according to the current VAT rate, if the sale is subject to VAT according to law and/or regulatory decisions. Payments for domestic traffic are charged with the applicable VAT rate. If the payment obligation for VAT becomes retroactive due to changes in interpretation, we presume that customers will act in accordance with Section 178 of the Value Added Tax Act.

Requests for prepayment, deposits or bank guarantees may occur.

The payment term for invoices is 30 days. Penalty interest is calculated in accordance with Section 4, first paragraph of the Interest Act. A reminder fee for overdue payments will be added.

Invoices can be sent by e-invoicing, by email, or by post according to agreement with the customer.

The price list is issued in Swedish with an English translation. If there are differences in translation the Swedish version applies.

# 1. Harbour charges for passenger vessels

## 1.1. General terms and conditions

Port of Mariehamn will levy a harbour charge on any maritime passenger vessel entering the port area of Mariehamn in accordance with the rates (EUR) herewith;

**1.1.1.** The basis for the charge is the maximum length of the vessel (LOA) and for a passenger vessel in regular liner traffic additionally the net tonnage (NT) of the vessel. The vessel charge per call for a passenger ship in regular traffic is calculated by multiplying the respective price unit with the maximum length of the vessel (LOA) and with the net tonnage (NT) of the vessel, and thereafter adding the sums. The minimum rate, however, shall always be charged (section 1.2.1).

The basis for calculation is valid for each specific calendar year and vessel, however so that a vessel owned by the same shipping company can change the route or be replaced by another vessel without this breaking the calculation of the charge.

**1.1.2.** The vessel is considered to be in regular traffic when it maintains regular liner traffic according to a published and by the port acknowledged timetable, and calls the port at least four (4) days a week.

Interruptions due to force majeure, annual overhaul, change or sales of a vessel do not break the regular traffic of the vessel.

If a vessel not in traffic returns to regular liner traffic on Mariehamn from lay-up or docking, the charge for regular traffic is applied from the vessel's first call at Port of Mariehamn.

Vessels changing liner traffic, but calling at Port of Mariehamn without interruption, will be charged for regular traffic.

Port of Mariehamn has the right, when there are sufficient grounds, to not accept an interruption of regular traffic.

**1.1.3.** In order to be able to determine the basis for the charge the captain of the ship or her/his representative is obliged to make the appropriate notifications for calculation of the charge.

**1.1.4.** Harbour charges are not levied on;

- vessels arriving in a harbour of refuge.
- vessels arriving in a harbour in order to leave an ill person ashore.

## 1.2. Passenger vessels

1.2.1.	2026
<b>Passenger vessels in regular traffic</b>	
Price unit for the maximum length of the vessel	7.62
Price unit for the net tonnage of the vessel	0.0142
Minimum charge per arrival	324.55

**1.2.2.** Passenger vessels in regular liner traffic with more than 350 calls per calendar year is exempted from the harbour charge for the remaining calls during the same calendar year.

Passenger vessels in regular traffic to Mariehamn and entering the port area without mooring to the quay is valid for deduction of 50 percent on the charge.

**1.2.3.** Other passenger vessels which are not in regular liner traffic acc. to 1.2.1. will be charged in accordance with 1.2.1. with an additional surcharge of 30 percent.

<b>1.2.4.</b>	<b>2026</b>
<b>Passenger vessels in cruise traffic calling the port without embarking and disembarking passengers</b>	
Vessel moored to the quay	
Length:	
0–150 m	923.63
> 150–175 m	1,583.36
> 175–200 m	2,111.12
> 200–225 m	2,638.92
> 225 m	3,958.40
Vessel lying on the road	
Length:	
0–150 meter	290.30
> 150–175 meter	527.81
> 175–200 meter	659.74
> 200–225 meter	791.70
> 225 meter	1,187.52

When the length of stay exceeds 24 h, the following day will be charged with 50 percent of the harbour charge.

To confirm availability for passenger vessels in cruise traffic as referred to in 1.2.4. Port of Mariehamn will apply a cancellation fee in case of no-show:

<b>1.2.5.</b>	<b>2026</b>
<b>Cancellation fee in case of no-show for passenger ships in cruise traffic calling the port without embarking and disembarking passengers</b>	
Harbour charges in case of cancellation %	
12–6 months before ETA	0%
6–3 months before ETA	15%
3 months–48 hrs before ETA	25%
48 hrs–24 hrs before ETA	50%
24 hrs before ETA	100%

Other direct costs (e.g. security guards, bus transport, extra staff) that may arise as a result of a cancellation can be charged separately. Cancellation due to force majeure incurs no cancellation fee.

## 1.3. Environmental differentiation

A reduction of the harbour charges will be granted to vessels, which present a valid Clean Shipping Index (CSI) certificate as follows:

<b>1.3.1.</b>		
<b>CSI Class</b>	<b>Score</b>	<b>Discount, %</b>
1	0–37	0
2	38–74	2
3	75–99	6
4	100–124	10
5	125–150	16

## 2. Harbour charges for cargo vessels and other vessels

### 2.1. General terms and conditions

Port of Mariehamn will levy a harbour charge on any maritime commercial vessel which is not a passenger vessel entering the port area of Mariehamn in accordance with the rates (EUR) herewith;

**2.1.1.** The basis for the charge is the maximum length of the vessel (LOA). The vessel charge per call is levied in accordance with the tables in § 2 based on the maximum length (LOA) of the vessel. For sailing-ships the charge is based on the hull length without bowsprit.

**2.1.2.** Payment of the harbour charge entitles a vessel to an uninterrupted stay of 24 hours in the port area, location assigned by Port of Mariehamn. When the length of stay exceeds 24 h, the following day(s) will be charged with 50 percent of the harbour charge. Laid up vessels are entitled to an uninterrupted stay of 14 days.

**2.1.3.** 1.3 Harbour charges are not levied on;

- vessels arriving in a harbour of refuge.
- vessels arriving in a harbour in order to leave an ill person ashore.
- vessels passing the harbour area on their way to an establishment not owned by the City of Mariehamn.

**2.1.4.** The vessel is considered to be in regular traffic when it maintains regular traffic according to a published and by the port acknowledged timetable.

Interruptions due to force majeure, annual overhaul, change or sales of a vessel do not break the regular traffic of the vessel. Port of Mariehamn has the right, when there are sufficient grounds, to not accept an interruption of regular traffic.

**2.1.5.** A vessel is regarded as laid up when the number of crew is lower than the number of crew required for the vessel when in traffic.

### 2.2. Cargo vessels

<b>2.2.1.</b>	<b>2026</b>
<b>Cargo vessels</b>	<b>EUR</b>
Length:	
0–30 m	107.73
> 30–60 m	215.40
> 60–100 m	538.48
> 100–150 m	1,076.95
> 150–200 m	2,153.81
> 200 m	3,230.76

2.2.2.	2026
<b>Cargo vessels in regular traffic</b>	<b>EUR</b>
30 first calls	
Length:	
0–30 m	107.73
> 30–60 m	215.40
> 60–100 m	538.48
> 100–150 m	1,076.95
> 150–200 m	2,153.81
> 200 m	3,230.76
<b>Cargo vessels in regular traffic</b>	
30 or more calls	
Length:	
0–30 m	80.78
> 30–60 m	161.54
> 60–100 m	403.84
> 100–150 m	538.48
> 150–200 m	1,211.53
> 200 m	2,153.81

## 2.3. Tugs, barges and other similar types of vessels

2.3.1.	2026
<b>Charges according to the following lengths</b>	<b>EUR</b>
Length under 20 m	87.04
Length 20–30 m	159.57
Length over 30 m	188.61
<b>Charges for laying up for each started period of 14 days</b>	
Length under 20 m	58.03
Length 20–30 m	87.04
Length over 30 m	116.09

## 2.4. Other vessels

2.4.1.	2026
<b>Vessels entering the port area for work tasks or in order to change crew, and without loading or discharging cargo or passengers, will be charged according to the following rates</b>	<b>EUR</b>
Length:	
0–30 m	80.78
> 30–60 m	161.54
> 60–100 m	323.09
> 100–150 m	538.48
> 150–200 m	807.70
> 200 m	1,346.14

## 2.5. Laid up vessels

2.5.1.	2026
<b>Per each started period of 14 days</b>	<b>EUR</b>
For vessels arriving at the port for laying up	
Length:	
0–60 m	145.08
> 60–100 m	290.15
> 100–140 m	942.30
> 140–200 m	2,692.29
> 200 m	4,038.43

## 2.6. Harbour charges Korrvik

2.6.1.	2026
<b>The charge, levied in advance each January, entitles the vessel an annual berth assigned by the Port of Mariehamn.</b>	<b>EUR</b>
Berths on the inner pier and on the inside of the outer pier	
Charge per meter	119.19
Berths on the outside of the outer pier	
Charge per meter	69.01
Calculation: Max. length of vessel (LOA) + 2 m x charge per meter	

## 2.7. Temporary harbour charge Korrvik and Klintkajen

2.7.1.	2026
<b>When the berth is used for temporary mooring for purposes other than loading and unloading of cargo and the berthing time is:</b>	<b>EUR</b>
a maximum of 3 hours	45.00



## 3. Mooring and unmooring charges

### 3.1. Manual mooring and unmooring

For mooring and unmooring of vessels staying on the road or by the quay:

3.1.1.		2026
Vessels	NT	EUR
	0–5,000	57.67
	5,001–6,000	87.03
	6,001–7,000	94.55
	7,001–8,000	102.09
	8,001–9,000	111.42
	9,001–10,000	117.95
	10,001–11,000	126.23
	11,001–12,000	134.02
	12,001–13,000	141.82
	13,001–14,000	149.85
	14,001–15,000	157.64
	15,001–16,000	165.72
	16,001–17,000	173.51
	17,001–18,000	181.82
	18,001–30,000	189.09
	over 30,000	231.43

The fees above are charged separately for mooring and unmooring the vessel.

Passenger ships in regular timetable-based traffic lying in the port for a short period of time (1 hour), not including ships in cruise traffic or passenger ships similar to those in cruise traffic, pay only the mooring fee on their regular runs.

Mooring and unmooring fees are charged also for transfers and shifting.

For mooring and unmooring vessels over 1,000 NT it is mandatory to use staff provided by the Port of Mariehamn unless the automated mooring system is used. For vessels over 1,000 NT mooring and unmooring fees will be charged also if the vessel do not use staff provided by the Port of Mariehamn.

The fee for manual mooring/unmooring between 18.00–07.00 is raised by 100 percent.

### 3.2. Infrastructure fee for automated mooring

For the use of the automated mooring system an infrastructure fee is charged of **EUR 238**.

## 4. Waste disposal charges

The tariff is based on the Åland County Legislation on the handling of ship-generated waste and cargo residues, valid as of 1 June, 2022. According to the Law, all vessels calling at the port are subject to paying the charge regardless of them using the waste disposal facilities or not.

The basis for the waste disposal charge per arrival at the port of Mariehamn is the figure indicating the net tonnage (NT) of the vessel. Waste disposal charge is calculated

by multiplying the price unit and the figure indicating net tonnage of the vessel; the minimum charge as well as the maximum charge taken into consideration.

**The vessel is charged for waste disposal charge per arrival EUR 0.26 x net tonnage of the vessel.**

**Minimum charge per arrival is EUR 136.00.**

**Maximum charge per arrival is EUR 4,216.00.**

A vessel arriving at the port for laying up is levied on waste disposal charge according to this tariff, after the first period of 14 days a new charge is levied on each started period of 28 days.

Smaller vessels holding the Port of Mariehamn continuously as their home port are charged according to an approved waste disposal rate once per calendar year or for a part of the year only.

This tariff is valid for all vessels, excluding the following;

- Warships, military rescue vessels, and other vessels owned or operated by a state and only used in governmental and non-commercial service.
- Fishing vessels.
- Vessels used for sports or pleasure and certified to carry the maximum of 12 passengers.
- Vessels in regular timetable-based traffic which have been granted exemption by the Åland Government.
- Vessels which have arranged their waste disposal in compliance with the directions of Port of Mariehamn.

The size and the type of waste disposal facilities are planned according to the type and number of vessels normally arriving at the port. The vessel shall submit an advance notification of the waste disposal, if possible, at least 24 hours prior to the arrival.

## 5. Application of waste disposal charges

The Port of Mariehamn charges fees for waste reception from vessels in accordance with provincial act 2022:30 and provincial decree 2022:31. The basis for the waste disposal charge is the figure indicating the net tonnage (NT) of the vessel. Waste disposal charge is calculated by multiplying the price unit and the figure indicating net tonnage of the vessel.

The Port of Mariehamn (MHAB) accepts waste originating from the last voyage of the vessel (from last port). The waste must be sorted, and the unloading of the waste must be done without delay and within the specified time.

In case of uncertainty about whether the waste actually originates from the last voyage, Port of Mariehamn will request a certified copy from the Oil Record Book and/or the Garbage Record Book.

Vessels granted exemption from the waste management fees for solid or oily waste or waste water from toilets, and that leave this type of waste in the port, are charged waste management fees according to the costs incurred.

### 5.1. Practical procedure

- The vessel shall submit an advance notification of the waste disposal at least 24 hours prior to the arrival (ETA).

- The vessel will agree on a time when the waste is to be collected.
- All waste must be properly sorted.
- After the vessel has pumped ashore greywater or waste water from toilets, the hose must be flushed with at least 200 litres of fresh or salt water and then blown out.

## 5.2. Increased fee will be charged

- If the ship has not submitted an advance notification of the waste disposal within the specified time. If the notification is not received within the specified time, an additional fee of EUR 106 will be charged, and disruptions in the possibility of receiving certain fractions may occur.
- If the vessel delays the waste management from the reported time.
  - If the time for waste management is 2 hours from the agreed time, then **EUR 106** per hour started is charged for waste management.
  - If the vessel shall pump ashore oily waste, waiting time of **EUR 106** per hour started is charged.
- If the waste is not sorted. For unsorted waste, sorting costs of **EUR 106** per hour started and **EUR 0.32/kg** of waste are charged.
- If the drainage hose is not flushed, a cost of **EUR 264** will be charged.

## 5.3. Food waste

Food waste from international cruise ships is treated as Category 1 waste and is only accepted if it is properly sorted and stored in a biodegradable bag.

## 5.4. Oily waste

If the amount of oily waste differs from the normal with respect to the operation and traffic of the vessel, the vessel or shipping company will be charged for the actual costs. The maximum limit for such waste amount is 9.9 m<sup>3</sup> and for the pumping time of 2 hour, which also assumes that the vessel pumps at the same time.

## 5.5. Cargo-based waste, hazardous waste and waste from flue gas scrubbers

Fees for the vessel's cargo-based waste, the vessel's hazardous waste and waste from flue gas scrubbers are charged as actual costs incurred with an administrative charge of 15 percent for MHAB's general expenses.

# 6. Fresh water provision charges

Fee for fresh water delivery is **EUR 81.00** per time. In addition to the delivery charge, an additional fee of **EUR 3.70/m<sup>3</sup>** for fresh water provision is collected.