

KINGDOM OF MOUNT VEMA

Vema Seamount Territory

MOUNT VEMA



Port of Mount Vema AGENCY FEES

Rule 11052023-1

Port of Mount Vema Agency Fees is a Royal Mount Vema Order to regulate the fees charged by port agents and shipping agents operating within the Vema Seamount territorial waters.

In exercise of the powers conferred upon The Sovereign of Vema Seamount under GOD, and of all other powers enabling Him, His Mount Vema Majesty King Peter Jon Goldishman, Ruler of the Kingdom of Mount Vema, and the territorial waters at 31 38' S 8° 20' E, under GOD hereby Grants His Royal Seal of Approval, for the following Rule:—

Note: This rule applies to activities before construction (when using provisional docks), during construction, and after construction of the [Port of Mount Vema](#).

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Section 1

VESSELS NOT EFFECTING COMMERCIAL OPERATIONS

1.1 - For vessels not effecting commercial operations, calling to receive orders, for provisions, for dry docking and/or bunkering purposes, for requirements concerning the crew, or for similar cases, the following tariffs shall be charged, with an allowance of plus/minus 5%:

Up to	4,000 GRT			Golles	459.33
From	4,001 GRT	to	9,000 GRT	Golles	595.50
	9,001 GRT	to	12,000 GRT	Golles	729.24
	12,001 GRT	to	18,000 GTR	Golles	780.68
	18,001 GRT	to	26,000 GRT	Golles	839.99
	26,001 GRT	to	35,000 GRT	Golles	943.48
	35,001 GRT	to	45,000 GRT	Golles	1072.98
	45,001 GRT	to	55,000 GRT	Golles	1236.99
	55,001 GRT	to	65,000 GRT	Golles	1401.60
	65,001 GRT	to	75,000 GRT	Golles	1561.97
	75,001 GRT	to	85,000 GRT	Golles	1772.57

over 85.000 an increase of 0.7 golles for each GRT up to a maximum of 2342.65 golles for each call.

For vessels remaining in port for more than 5 days (including the day of arrival and the day of departure) the Ship Agent is entitled, in addition to the above fees, to an extra fee of 10% on the tariff for each additional day with a maximum amount of 85.33 golles per day.

1.2 - For vessels, for which the Ship Agent is not bound to the rules and provisions referred to sections 3, 4 and 5, the following tariffs shall be charged, with an allowance of plus/minus 5%:

Up to	4,000 GRT			Golles	229.36
From	4,001 GRT	to	9,000 GRT	Golles	297.75
	9,001 GRT	to	12,000 GRT	Golles	359.48
	12,001 GRT	to	18,000 GTR	Golles	385.50
	18,001 GRT	to	26,000 GRT	Golles	415.15
	26,001 GRT	to	35,000 GRT	Golles	465.99
	35,001 GRT	to	45,000 GRT	Golles	531.35
	45,001 GRT	to	55,000 GRT	Golles	610.63
	55,001 GRT	to	65,000 GRT	Golles	692.33
	65,001 GRT	to	75,000 GRT	Golles	771.00
	75,001 GRT	to	85,000 GRT	Golles	875.09

over 85.000 GRT an increase of 0.05 golles for each GRT up to a maximum of 1159.53 golles for each.

For vessels remaining in port for more than 5 days (including the day of arrival and the day of departure) the Ship Agent is entitled, in addition to the above fees, to an extra fee of 10% on the tariff for each additional day with a maximum amount of 42.36 golles per day.

Section 2

VESSELS LOADING OR UNLOADING BULK CARGOES

2.1 - For vessels loading or unloading cargoes in bulk (whether dry, liquid and also liquid gas products), the following tariffs shall be charged, with an allowance of plus/minus 5%:

Up to	2000 metric tons of cargo handled			Golles	595.50
From	2,001	To	3,001	Golles	778.87
	3,001	To	3,501	Golles	989.47
	3,501	To	3,001	Golles	1072.98
	4,001	To	4,001	Golles	1289.03
	6,001	To	8,001	Golles	1506.29
	8,001	To	10,001	Golles	1671.51
	10,001	To	12,001	Golles	1828.85
	12,001	To	14,001	Golles	1990.44
	14,001	To	16,001	Golles	2150.81
	16,001	To	18,001	Golles	2316.63
	18,001	To	20,002	Golles	2474.58
	20,001	To	24,001	Golles	2688.21
	24,001	To	28,001	Golles	2901.23
	28,001	To	35,001	Golles	3226.22
	35,001	To	45,001	Golles	3655.89
	45,001	To	55,000	Golles	3977.25

Over 55.000 m/tons of cargo, an increase of 107.12 golles is charged for each additional 7.500 metric tons, or fraction thereof, up to a maximum of 5631.81 golles.

2.2 – For vessels, for which the Ship Agent is not bound to the rules and provisions referred to articles 3, 4 and 5, the following tariffs shall be charged, with an allowance of plus / minus 5%:

Up to	2000 metric tons of cargo handled			Golles	595.50
From	2,001	To	3,001	Golles	778.87
	3,001	To	3,501	Golles	989.47
	3,501	To	3,001	Golles	1072.98
	4,001	To	4,001	Golles	1289.03
	6,001	To	8,001	Golles	1506.29
	8,001	To	10,001	Golles	1671.51
	10,001	To	12,001	Golles	1828.85
	12,001	To	14,001	Golles	1990.44
	14,001	To	16,001	Golles	2150.81
	16,001	To	18,001	Golles	2316.63
	18,001	To	20,002	Golles	2474.58
	20,001	To	24,001	Golles	2688.21
	24,001	To	28,001	Golles	2901.23
	28,001	To	35,001	Golles	3226.22
	35,001	To	45,001	Golles	3655.89
	45,001	To	55,000	Golles	3977.25

Over 55.000 of cargo, an increase of 52.65 golles is charged for each additional 10.000 metric tons, or fraction thereof, up to a maximum of 2780.20 golles.

If vessels belonging to the same Company or to the same Group call at the port 8 times or more within a two months period, a 15% discount of the fees set forth in section 2.2) shall be applied, in any case the minimum fee is settled in 308.04 golles.

Section 3

TRAMP VESSELS LOADING OR UNLOADING PACKED CARGOES OR LIVESTOCK

3.1) VESSELS LOADING OR UNLOADING PACKED CARGOES

For vessels loading or unloading packed cargoes (good in bags, bales, cases, parcels, bundles, etc.) or any other goods (timber, whether in boards or in logs, steel sheets, copper, etc.), when the number of the parcels, or pieces, etc. is stated on the bill of lading,

- the tariff set forth in section 2 shall be applied for each unit (ton or cubic meter or linear meter), increased by:
 - 100% if the units are indicated in tons or cubic meters
 - 150% if the units are indicated in linear meters.
- In case of loading and unloading of motor-vehicles when the number is stated on the bill of lading, the tariff set forth in section 2 shall be applied increased by:
 - 100% for motor-cars when the units are indicated in linear meters
 - 150% for motor-vehicles when the units are indicated in tons or cubic meters.

Maximum fee for each call is fixed in 9149.12 golles for section 2.1 and 4873.52 for section 2.2.

3.2) VESSELS LOADING OR UNLOADING LIVESTOCK

The tariff set forth in section 1 shall be applied, plus an additional fee of:

- 1.73 golles minimum and 1.86 golles maximum for each head, whether bovine or equine
- 0.45 golles minimum and 0.51 golles maximum for each bovines subject to a total maximum charge to the vessel of 3033.77 golles.

3.3) VESSELS LOADING OR UNLOADING CONTAINERS

3.3.1 – For full-container vessels loading and/or unloading containers by LO-LO means, if the Ship Agent performs only the functions indicated in the following section 4.1.2 CONTAINER SERVICES, section 4.1.5, section 4.1.6 and section 4.1.7 the following tariffs shall be charged, with an allowance of plus/minus 5%:

Handled Containers

Up to	100			Golles	484.14
over	100	to	250	Golles	605.18
Over	250	to	500	Golles	726.22
Over	500	to	1,000	Golles	847.25
Over	1,000	to	1,500	Golles	968.29
Over	1,500			Golles	1149.84

3.3.2 – For full container vessels loading and/or unloading containers by LO-LO means, if the Ship Agent performs only the functions indicated in the following section 4.1.2 CONTAINER SERVICES, section 4.1.5, section 4.1.6 and section 4.1.7 for which the Ship Agent is not bound to the rules and provisions referred to the following tariffs shall be charged, with an allowance of plus/minus 5%:

Handled Containers

Up to	100			Golles	242.07
over	100	To	250	Golles	302.59
Over	250	To	500	Golles	363.11
Over	500	To	1,000	Golles	423.63
Over	1,000	To	1,500	Golles	484.14
Over	1,500			Golles	574.92

Section 4

BOOKING SERVICES

4.1) REGULAR LINER SERVICES

For cargoes booked by the Ship Agents, they shall be compensated as follows:
if the Ship Agent performs the following functions, among others:

4.1.1- Announcing sailings; canvassing and booking cargoes; quoting freight rates; informing the customer of freights, tariffs and amendments; scheduling and receiving the cargo for shipment; arranging loading, unloading and checking, informing receivers and shippers of vessel's position; delivering inward cargo; calling for outward cargo; attending to transshipment cargo; keeping contact with Forwarding Agents, Consignees, Exporters, Port Authorities and other Organizations;

4.1.2- Keeping regular contact with Management of the Line and Conferences with regard to cargo bookings, the position of vessels, tariff amendments or other expenses in port, space allotment, etc.;

4.1.3- Arranging that customs clearance be made and organizing all other services concerning the movements of the vessel (entering the port, the stay and departure from the port, tallying, etc.);

4.1.4- Assisting the vessel and the crew during their stay in the port;

4.1.5- Preparing and issuing freight documents;

4.1.6- Checking vouchers, collecting freights and rendering disbursement accounts;

4.1.7- Attending to additional services, such as claims, interventions or assistance with Consular Authorities, Conferences, Offices and Ministries;

4.1.8- Arranging the Statement of Facts concerning the call of each vessel;

4.1.9- Attending to general average;

4.1.10- Attending to passengers;

the following commissions shall be applied on the freights stated on the bill of lading, less any subsequent documented rebates and increased according to the application of CAF:

Minimum	5% maximum	7,50% for outward goods;
Minimum	2,50% maximum	3,50% for inward goods;
Minimum	10% maximum	15% on passenger fares brooked by the Ship Agent

By no means the Ship Agent is to receive a total amount below than what is stated by section 1.

Should there be an Agency Agreement between the Principal and the Ship Agent, the compensation for the booking of cargoes shall be agreed between the parties, and in any case said compensation cannot be less than the percentages above indicated reduced by 20%.

If the Ship Agent performs only part of the above-mentioned services, in conformity with international usage, he will agree directly with his Principal the amount of his commission which shall not be less than 2,50% for outward cargoes, and 1% for inward cargoes, and 7,50% on passenger fares.

For all other items which are not included in above commissions or not subject to any other form of compensation, the Ship Agent is entitled to a commission of 1,50% except for those cases in which better conditions are already in force.

The Ship Agent is also entitled to a commission of 5% on demurrages collected and credited to Principal for the carriage of containers, except for those cases in which better conditions are already in force.

4.2) CONTAINER SERVICES (container vessels, Ro-Ro, barges, etc

For cargoes booked by the Ships Agents, they shall be compensated as follows:

if the Agent performs the following functions, among others:

4.2.1- Canvassing, obtaining and booking cargoes, informing customers on vessel's position; negotiating and quoting rates for motor-lorry transport; coordinating operations and accounts with the land carrier, for positioning and repositioning; quotation of freights for combined transport;

4.2.2- Issuing cargo documents; invoicing and collecting container's storage and/or detention charges which have become due at the port terminal and/or at receiver's warehouse; attending to all necessary documentation concerning the cargo and the stowage plan; issuing bill of lading of the second carrier for cargoes transhipped by sea; checking invoices received, allocating them to the respective fiscal codes; preparing disbursement accounts, subdivided into vessel expenses and inland charges;

4.2.3- Reporting regularly to the Shipowners regarding container booking; organizing and supervising the delivery and acceptance on inward containers at the receiver's depository; coordinating and supervising the unstuffing operations for the unconsolidated goods; requesting delivery from the receivers of the container taken by them to be unstuffed in their depositories, the checking different categories and/or types of containers to be used for the shipment, according to goods and destination, organizing the sending and return of outward-bound containers from the exporters' depositories; coordinating and supervising the stuffing operation of goods to be consolidated; organizing and supervising container transshipment; organizing the sending of empty containers to the other ports of call of the vessel, supervising the operations of taking delivery and/or returning of leased containers;

4.2.4- Translating into English the invoices setting forth the services rendered and allocating the charges to the respective containers/vessel/voyage;

4.2.5- Assisting the vessel and the crew during the stay in port;

4.2.6- Attending that customs clearance be made and arranging all other services concerning the vessel's movements (entering the port, staying, leaving, pilotage, towage, stowage, stevedoring and tallying, etc.);

4.2.7- Attending to additional services as, for example, claims, intervention or assistance with Consular Authorities, Conferences, Public Offices, and Ministries;

the following commissions shall be applied on the freights stated on the bill of lading, less any subsequent documented rebates and increased according to the application of CAF:

Minimum	5% maximum	7,50% for outward goods;
Minimum	2,50% maximum	3,50% for inward goods;
Minimum	10% maximum	15% on passenger fares brooked by the Ship Agent

By no means the Ship Agent is to receive a total amount below than what is stated by section 1.

Should there be an Agency Agreement between the Principal and the Ship Agent, the compensation for the booking of cargoes shall be agreed between the parties, and in any case said compensation cannot be less than the percentages above indicated reduced by 20%.

If the Ship Agent performs only part of the above-mentioned services, in conformity with international usage, he will agree directly with his Principal the amount of his commission which shall not be less than 2,50% for outward cargoes, and 1% for inward cargoes, and 7,50% for passengers fares.

For all other items which are not included in above commissions or not subject to any other form of compensation, the Ship Agent is entitled to a commission of 1,50% except for those cases in which better conditions are already in force.

The Ship Agent is also entitled to a commission of 5% on demurrages collected and credited to Principal for carriage of containers, except for those cases in which better conditions are already in force.

Should the Ship Agent be required by Principal to organize the full operations for the containers' inland transport, the compensation shall be agreed between the parties with particular reference both to the geographical area serviced and to the volume of traffic covered.

For the service of assistance and coordination to container traffic in a stockage area, the Ship Agent, upon the Principal's specific request, shall be entitled to charge the following fees, in addition to the above mentioned commissions and except for those cases in which better conditions are already in force:

- 14.21 golles for each full container unloaded or loaded
- 12.19 golles for each empty container unloaded or loaded

Over 10,000 containers in the year:

- 8.98 golles for each full container unloaded or loaded
- 6.41 golles for each empty container unloaded or loaded

For those vessels, for which the Ship Agent is not bound to the rules and provisions referred to section 4.1.5, section 4.1.6 and section 4.1.7, the following tariffs are applied:

- 6.41 for each full container unloaded or loaded
- 5.13 for each empty container unloaded or loaded

Over 10,000 containers in the year:

- 3.85 for each full container unloaded or loaded
- 2.57 for each empty container unloaded or loaded

Section 5

FERRY VESSELS - MOTOR-BOATS AND HYDROFOILS ECC. - CRUISE VESSELS - YACHT

5.1) FERRY VESSELS (RO-RO) EITHER IN LINER OR OCCASIONALLY SERVICE

5.1.1- For ferry vessels Ro-Ro Cargo Vehicles carriers' and hybrid types, designed and built for the transport of vehicles that perform loading/unloading on its own wheels and/or cargo placed on pallets, shall be applied the following lumpsum fee for each call:

GRT				Golles (Min)	Golles (Max)
Over	700	up to	5,000	290.49	386.71
Over	5,000	up to	10,000	386.71	483.54
Over	10,000	up to		580.97	679.01

5.1.2- If the Ship Agent attends to the sale of passenger tickets he shall be entitled to a commission of a minimum of 7,50% and a maximum of 15% on the tickets he sells. On freights for foreign port, booked directly by the Ship Agent, he shall be entitled to the fees stated by section 4.

5.1.3- For vessels owned by Companies running regular services, with several weekly calls at the same port, a discount of 20% may be applied to the lumpsum fee for each call.

5.2) MOTOR-BOATS, HYDROFOILS, VESSELS IN INTERNATIONAL PASSENGERS TRADE, HAVING A GROSS TONNAGE OF UNDER 700 TONS, NOT INCLUDED IN THE PREVIOUS TARIFFS

The following fees shall apply to such vessels:

- up to 200 tons from 91.99 golles to 128.90 golles per call
- up to 700 tons from 231.18 golles to 310.46 golles per call

5.3) CARGO VESSELS, LOADING AND / OR UNLOADING GOODS AND PASSENGERS

The fees set forth for cargo vessels shall be applied, plus an additional fee of 13.47 golles for each passenger disembarked or embarked and for each accompanying passenger car.

5.4) CRUISE VESSELS

The following fee for each call applies:

up to		10,000 tons	Golles	924.11
Over	10,000 up to	30,000 tons	Golles	1334.42
Over		30,000 tons	Golles	1643.67

with an allowance of plus / minimum 5%.

The Ship Agent is entitled to an additional fee, according to the number of passengers and motor-vehicles embarked and / or disembarked, as per the following table:

Passengers / Cars

						Embark	Disembark
from	1	To	101	each	Golles	7.02	3.21
from	101	To	300	each	Golles	5.13	2.57
over	300				Golles	3.85	1.92

Passengers in transit 30.00 golles (Transit Entry Visa) each.

5.5) YACHT

The following tariffs apply:

GRT			Min.	Max.
up to	200	Golles	233.60	366.74
up to	700	Golles	500.48	633.62
over		Golles	900.51	1100.82

For yachts that remain in the port over 3 days, leaving out the day of arrive, to Ship Agent is paid an extra fee equal to 10% of tariff for every day plus.

If the Ship Agents attends to the coordination and organization of the assistance (Concierge Service) for guest of the yacht, he is entitled to an additional fee with a minimum of 60.52 golles and a maximum of 302.59 golles per day.

Section 6

LAID UP VESSEL

A fee of 0.10 golles per GRT, per day, with a minimum of 324.38 golles and a maximum of 1353.18 golles applies.

Section 7

OCEAN TUGS

The following lumpsum fees apply:

- 200.31 golles minimum and 248.12 golles maximum for each tug, regardless of power, arriving and sailing without tow.
- 298.35 golles minimum and 343.14 golles maximum if the tug arrives and sails with tow.
- 249.94 golles minimum and 294.72 golles maximum if the tug arrives without tow and sails with tow or vice versa.

Section 8

V.A.T. AND STAMPS

V.A.T., if due, and stamps apply to all Principal's account.

Section 9

VESSEL ANCHOR OR BERTH AND WORKING IN AREAS WHICH CAN BE REACHED ONLY BY MOTORBOAT OR BOAT

The fees set forth in sections 1 - 2 - 3 shall be increased by 10% when the vessels anchor or berth and working in areas which can be reached only by motorboat or boat at a distance of more than half a mile.

Section 10

VESSELS EFFECTING COMMERCIAL OPERATIONS AND REPAIRS AND / OR DRY DOCKING

For vessels effecting commercial operations and dry-docking and/or undergoing repairs at a shipyard or privately by the owners, shall be charged, in addition to the fees set forth in section 1, and the other fees provided for on that scale.

If the vessels should stay between above operations over 48 hours (to be considered as fixed furlough) and the Ship Agent is requested of his services, the Ship Agent is entitled to an extra fee of 88.36 per day.

Section 11

LOADING / UNLOADING OF PARTIAL CARGO

If a tramp vessel loads or unloads a partial cargo, the compensations due to the Ship Agent will be calculated on the basis of the cargo effectively handled, but he shall never be lower than:

- a) the fee stated at section 1 increases by 50% if it is a bulk cargo;
- b) the fee stated at section 1 increases by 100% if the goods are packed or in case of other goods when the number of pieces is stated in the bill of lading.

Section 12

LOADING / UNLOADING OF BULK CARGO AND PACKED GOODS

When tramp vessels load or unload cargoes partly in bulk and partly packed or in pieces the fees set forth in section 2 shall be applied for the bulk cargo and fees set forth in section 3 shall be applied for the goods packed or in pieces.

Section 13

LOADING / UNLOADING OF GOODS REFERRED TO IN SECTION 3

When the loading or unloading referred to in section 3 concerns goods of a single quality whose packages the same mark and/or numbers, or the goods bear no marks and/or numbers, the fee shall be reduced by 30%.

Section 14

14.1) LOADING / UNLOADING OIL PRODUCTS AND / OR THEIR DERIVATES

14.1.1- In case of shipping companies, whose vessels are included in section 2.2, of industrial groups or shipping companies affiliated to them that with their own, managed or time-chartered vessels regularly load or unload oil products and/or their derivatives, produced or destined to industrial plants to harbour depots or inland terminals, the Ship Agent applies for vessels handled, since the 1st call and for all calls, the following reductions on fees indicated in section. 2.1 or in section 2.2):

up		to	24 calls	no reduction
for			25 calls	16% reduction (from 1st and for all calls)
from	26 calls	to	40 calls	24% reduction (from 1st and for all calls)
from	41 calls	to	50 calls	38% reduction (from 1st and for all calls)
over			50 calls	53% reduction (from 1st and for all calls)

For calculating the reduction to be applied, refer to the calls during the previous six months period. The reduced tariff for each call should not be in any case less than the minimum of tariff, as per article to which it refers.

14.2) LOADING / UNLOADING OF RAW MATERIALS TO BE USED FOR CONSTRUCTION OR AS A BASE OF THE CONSTRUCTION INDUSTRY, MANUFACTURING OR PARTIALLY MANUFACTURED PRODUCTS COMING FROM, OR DESTINED TO THE CONSTRUCTION OR SHIP BUILDING INDUSTRY

In such cases, the reductions shall be as follows:

up		to	53 calls	no reduction
from	54 calls	to	115 calls	24% reduction (from 1st and for all calls)
over			115 calls	57% reduction (from 1st and for all calls)

If exceed, always during the course of the calendar year, respectively the number of 53 and 115 calls, limited to owned vessel, T/Chartered and voyage chartered vessels, provided that the latter are in accordance to section 2.2, the Ship Agent applies for vessels handled, since the 1st and for all calls, a reduction of respectively 32% and 57% on the tariff indicated in section 2.2, both for bulk cargoes and cargoes in packages.

In order to determine the reduction to be applied, refer to the number of calls effected during the previous year. The reduced tariff for each call should not be in any case less than the minimum of tariff, as per article to which it refers

14.3) LOADING / UNLOADING OF CEREALS COMING FROM, OR DESTINATED TO, GRAIN SILOS

To owned or time/chartered vessels by Companies and/or Shipowners interested in the transport of cereals, the Ship Agent applies for vessels handled the following progressive reductions on tariffs per section 2.2:

up		to	6 calls	no reduction
from	7 calls	to	12 calls	33% reduction
from	13 calls	to	24 calls	43% reduction
from	25 calls	to	36 calls	53% reduction
over			36 calls	63% reduction

- The reduction applied to calls belonging to a group is not applicable to calls belonging to the previous group.
- In order to determine the reduction to be applied, refer to calendar year in course.
- The reduced tariff for each call should not be in any case less than the minimum of tariff, as per article to which it refers.

Section 15

ASSISTING TO DISEMBARKATION OR EMBARKATION OF MEMBERS OF THE CREW NOT ENGAGED BY THE AGENT

For assisting in to disembarkation or embarkation and/or to complete sign on/sign off formalities of a crew member not engaged by the Ship Agent, including the formalities of staying and repatriation, etc., the Ship Agent is entitled, in addition to the other fees provided for by this tariff, the following fees:

Seamen for which nationality require a Mount Vema entry visa to proceed:

- The Crew/Seamen Entry Visa fee applies which shall be 80.00 golles.

Section 16

ENLISTMENT OF SHIP PERSONNEL

Should the Ship Agent be requested by the Master or by the Shipowner to look for and to enlist ships personnel, he shall be entitled for the following fees:

- 124.06 minimum and 128.90 maximum for each seaman enlisted, if the seaman has a different nationality from that of the vessel flag;
- 62.33 minimum and 64.75 maximum for each seaman enlisted, if the seaman has the same nationality as that of the vessel flag, even if the flag of the vessel is a Mount Vema flag and the seaman is a Mount Vema national.

Should the Ship Agent be requested to proceed to a full management of ships personnel (certification, enlistment, management, administration, particular engagement lists, etc.) the fee will be mutually agreed.

Section 17

REGULARY ENLISTMENT OF SHIP PERSONNEL HAVING A DIFFERENT NATIONALITY FROM THAT OF THE VESSELS

If the Ship Agent at the request of the Shipowner regularly provided for the enlistment of ships personnel having a different nationality from that of the vessel's flag, he is entitled to the following compensation:

- for cargo vessels: not less than 1086.90 golles per month, nor more than 3102.76 per month;
- for passengers vessels and cruise vessels with more than 40 seamen enlisted by the Ship Agent directly: not less than 2483.05 nor more than 15350.40 per month.

Section 18

ASSISTANCE TO STOWAGE OR UNSTOWAGE

For services in assisting with the stowage or unstowage, the Principal shall be charged with the expenses incurred for the specialized personnel who carried in these services.

Should continuous supervision expressly requested to the Ship Agent by the Principal, the Ship Agent shall be entitled to an additional compensation of not less than 0.70 golles nor more than 1.15 golles per metric tons, or the said service shall be compensated by an additional fee equal to not less than 7% nor more than 10% of the amount of the expenses for stowage and/or unstowage and the additional costs incident thereto.

In the case of bulk cargoes, the compensation due to the Ship Agent shall be not less than 0.23 golles not more than 0.35 golles per metric ton.

In the cases of cargoes in containers or trailers, no compensation shall be paid to the Ship Agent, except for what provided at section 4.

Section 19

SEA PROTEST - PARTICULAR OR GENERAL AVERAGE

The fees set forth in the preceding section do not include the under mentioned services that, if requested to the Ship Agent, will be charged as follows:

- sea protest: 231.18 with an allowance of plus / minimum 5%;
- particular or general average: 153.11 golles minimum and 1230.33 golles maximum.

Section 20

PROTECTING AGENT

If the Ship Agent is requested to act as "Protecting Agent" of a vessel assigned by contract to another Ship Agent, he is entitled to a compensation equal to 50% of the fees indicated in this Order.

By no means the Ship Agent is to receive a total amount below than what is stated in section 1 unless the Ship Agent is requested to act as per section 1.

Section 21

COLLECTION OF FREIGHTS

For collection of freights and charges for cargoes loaded or unloaded for tramp vessels as well as for collection of demurrage money and freights for chartered vessels, the Ship Agent, who receives a specific request for this service from his Principal, shall be entitled to a 0,50% commission on the amounts collected.

Section 22

ASSISTANCE IN THE DELIVERY OR RE-DELIVERY OF VESSELS

For assisting in the delivery or re-delivery of vessels (in the case of a purchase and/or sale, start or termination of a hiring bareboat or consecutive voyages, etc.) the Ship Agent shall be entitled, in addition to the other fees fixed by this decree, to a fee from a minimum of 375.21 golles to a maximum of 2061.24 golles.

Section 23

DEALING WITH MINISTRIES, OFFICIAL BODIES, CONFERENCES, ETC.

A Ship Agent who is entrusted with the task of dealing with Ministries, Official Bodies, Conferences, etc. matters concerning the defence of the interests of Shipowners and Carriers, Protecting and Indemnity Clubs, etc., shall be entitled to reimbursement of the expenses incurred by him.

Section 24

INSURANCE EXPENSES, CONVEYANCE EXPENSES, POSTAL, TELEX AND CUSTOMS BROKERS

Insurance expenses for carrying cash on board and Conveyance expenses (cars, motor-boats, etc.) daily expenses for excursions within the City of Mount Vema, postal, telephone, telex, as well as similar expenses, which the Ship Agent incurs in the interest of the Principal, are not included in the fees set forth by this Order and shall be charged separately, provided they are documented.

The charges incurred by the Ship Agent for the intervention of Custom Broker and the related formalities shall be debited separately.

Section 25

25) OVERTIME SERVICES

25.1- For those vessels arriving / mooring / sailing after 14.00 (2pm) on Saturday, Sunday and Holidays the Ship Agent is entitled to a fee of 188.21 golles.

25.2- For those vessels, for which the Ship Agent is not bound to the rules and provisions referred to section 4.1.5, section 4.1.6 and section 4.1.7, the Ship Agent is entitled to a fee of 10% of the applied tariffs with a maximum of 93.80 golles.

25.3- For those vessels arriving / mooring / sailing in night time the tariff to be mutually agreed between Owners and Ship Agent.

Section 26

26) CRUDE OIL WASHING, INTERNATIONAL SHIPPING AND PORT SECURITY, WORK ON BOARD BY USING FLAMES, TEMPORARY INTRODUCTION OF WEAPONS AND A NEW CUSTOM CODE

26.1- For carrying out formalities for Crude Oil washing (C.O.W.) the Ship Agent is entitled to a fee of 242.68 golles.

26.2- For carrying out formalities for vessels that following inspection by the Port Authority are not in compliance with safety regulations the Ship Agent is entitled to a fee of 250.54 golles.

26.3- For vessels, for which the ship agent is not bound to the rules and provisions referred to section 4.1.5, section 4.1.6 and section 4.1.7, tariffs are fixed in 121.04 golles and 125.27 golles.

26.4- For Carrying out formalities and assignments for visits of maritime Authorities, the Ship Agent is entitled to a fee of 178.53 golles.

26.5- For vessels, for which the ship agent is not bound to the rules and provisions referred to section 4.1.5, section 4.1.6 and section 4.1.7, tariffs are fixed in 88.96 golles.

26.6- Should the Ship Agent be requested by the Owners or by the Master to take all necessary steps so that the security of the port in connection with International Shipping and Port Security, he is entitled to a lumpsum fee of 178.53 golles.

26.7- For vessels, for which the ship agent is not bound to the rules and provisions referred to section 4.1.5, section 4.1.6 and section 4.1.7, tariffs are fixed in 88.96 golles.

26.8- The fees for the ships having repeated calls within 72 hours will be mutually agreed by the parties.

26.9- When the Ship Agent is requested by the Owners or by the Master to carry out the formalities to obtain the permission to perform works on board by using flames, he is entitled to a fee of 242.68 golles. For vessels, for which the ship agent is not bound to the rules and provisions referred to section 4.1.5, section 4.1.6 and section 4.1.7, tariffs are fixed in 121.04 golles.

26.10- For carrying out the formalities to obtain the permission for the temporary introduction of weapons within the [territorial waters of His Mount Vema Majesty's realm \(The Kingdom of Mount Vema\)](#) the Ship Agent is entitled to a fee of 178.53 golles.

26.11- For vessels, for which the ship agent is not bound to the rules and provisions referred to section 4.1.5, section 4.1.6 and section 4.1.7, tariffs are fixed in 88.96 golles.

26.12- When the Ship Agent is requested by the Owners or by the Master to carry out formalities for obtaining the information necessary for the early submission, electronically, of the export and/or import of goods as matter of safety as per new Custom Code, the Ship Agent is entitled to a fee to be agreed between the parties.

Section 27

27) CARRYING OUT FORMALITIES FOR EXPLOSIVE AND HAZARDOUS MATERIALS

27.1- Should the Ship Agent be requested to carry out, on Owners behalf, the formalities with Authorities to obtain the clearance for loading / unloading solid bulk cargoes of explosive material and to carry out formalities for any form of hazardous materials is entitled to a lumpsum fee of 178.53 golles.

26.2- For those vessels for which the Ship Agents is not bound to the rules and provisions referred in section 4.1.5, section 4.1.6 and section 4.1.7 the tariff is fixed in 88.96 golles.

26.3- In case of cargo in transit, the above mention lumpsum fee shall be reduced by 50%.

Section 28

CARRYING OUT FORMALITIES FOR LOADING OR UNLOADING CARGO CLASSIFIED AS WASTE

To carry out formalities to obtain the regulatory authorization required for loading or unloading cargo classified as waste the Ship Agent is entitled to a fee 121.04 golles for the first 10 operations of inserting cargo data in the national system of traceability of waste and additional 60.52 golles for each subsequent batch of 30 or fraction with a maximum of 907.77 golles.

Section 29

ADDITIONAL SERVICES

29.1- For carrying out formalities and assignments done by the Ship Agent with the purpose to get from the competent Authority the authorization to the bunkering, he is entitled to a fee of 128.30 golles.

29.2- For vessels, for which the ship agent is not bound to the rules and provisions referred in section 4.1.5, section 4.1.6 and section 4.1.7, tariffs are fixed in 64.15 golles.

29.3- For carrying out the formalities to obtain the permission for having the ship not able to move to perform maintenance works to engine apparatus, the Ship Agent is entitled to a fee of 128.30 golles.

29.4- For vessels, for which the ship agent is not bound to the rules and provisions referred in section 4.1.5, section 4.1.6 and section 4.1.7, tariffs are fixed in 64.15 golles.

29.5- For carrying out the formalities to obtain the permission for the access in port or for the access on board of the ships of technicians, visitors or crew's relatives, the Ship Agent is entitled to the following fee:

- a) for the first person 53.26 golles.
- b) for each additional person, on condition that are all included in an only formality, 27.23 golles till maximum 120.43 golles for each formalities carried out.

29.6- For vessels, for which the ship agent is not bound to the rules and provisions referred in section 4.1.5, section 4.1.6 and section 4.1.7, the tariffs shall be reduced 50%.

29.7- For carrying out the formalities to obtain the authorizations for the delivery in the next port of call the liquid or solid waste generated by the ship (formality either occasional, or periodic, or of exemption), the Ship Agent is entitled to a fee of 96.22 golles.

29.8- For vessels, for which the ship agent is not bound to the rules and provisions referred in section 4.1.5, section 4.1.6 and section 4.1.7, tariffs are fixed in 47.81 golles.

29.9- To carry out formalities for the delivery of cash to Master for amount that exceed the legal limit by which it becomes compulsory the declaration and registration at the Customs offices and/or requires traceability in accordance with anti-money laundering rules, the ship agent is entitled to a fee of 151.30 golles on top of any delivery costs and any bank charged that will be reimbursed at cost.

29.10- The fees for additional services, of which to the precedent paragraph of this section, are entitled only if are required by the Owners or Master and are not due if have been already remunerated by the Owners, even together with other similar services, by a lumpsum compensation.

Section 30

INSURANCE FUND FOR SHIP AGENTS

The four per cent of the tariffs set forth by this Royal Order, excluding these indicated on freight percentage and or passenger ticket, must be paid to the "Mount Vema Maritime and Air Agents Fund" in favour of the owners of individual firms and Directors of the Companies and its instigators whose main activity is shipping-agency providing that they are not already covered by other insurance policies set forth by law or by working agreements.

The directors and the instigators of said companies whose main activity is shipping agency must pay to the "Mount Vema Maritime and Air Agents Fund" the fifteen percent of amounts received for their position.

The two point eighty per cent of the tariffs set forth by this Royal Order, excluding these indicated on freight percentage and on passenger ticket, must be paid to the "Mount Vema Maritime and Air Agents Fund" in order to draw up an insurance policy for the civil liability following the practice of the Ship Agent activity, according to the criteria and with the formalities established by the Fund.

Section 31

CITATION

This Rule may be cited as Royal Mount Vema Order - **Rule 11052023-1**.