

## **Anchorage dues**

The anchorage dues is established by Law February 9, 1963, n. 82.  
Modified by D.P.R. May 28, 2009 n. 107 - Rates in force since 1st February 2026,  
established by M.D. December 24th 2012

### **CHAPTER I**

#### **ANCHORAGE DUES**

##### **Article 1**

#### **ANCHORAGE DUES**

1. National vessels, foreign vessels assimilated to national and vessels operated by shipping companies in states with which the EU has signed agreements on navigation and the maritime transport although do not fly the flag of those States, which undertake business operations in a port, harbor or beach or State in the areas mentioned in article 3, paragraph 1 (D.P.R. May 28, 2009, N. 107), are subject to the payment of an anchorage dues per Net Register Tonnage up to:

- a) € 0,15 for each ton exceeding the first 50, if the ship has a Net Register Tonnage lighter than 200 tons;
- b) € 0,23 if they have a net tonnage exceeding 200 tons and up 350, or if, having a tonnage exceeding 350 tons, operating exclusively between ports in the State;
- c) € 1.21 if they have a net tonnage exceeding 350 tons and originates from or is directed abroad.

2. For vessels exceeding 350 tons net from or direct abroad with goods on deck or in the superstructure, the tonnage of which is already included in gross tonnage, anchorage dues referred to in paragraph 1 shall also apply at the landing in ports, bays, beaches of the State or in areas referred to in article 3, paragraph 1, or during the first days of shipment of such goods, the tonnage corresponding to the space occupied by the goods those under current rules the tonnage of ships, to the extent referred to in paragraph 1, letter c), with the exception of the exemption for ships by Articles 20 and 21 of Law 9 February 1963, N. 82.

3. The anchorage dues in the case referred to in paragraph 1, letter a) and valid for one year, in the cases referred to in paragraph 1, letters b) and c), for thirty days. Ships, in the cases referred to in b) and c) can subscribe to the anchorage dues for the period of one year paying 0,8369 € and 2,6446 € respectively per ton of net tonnage. The above ships can subscribe to the dues for the period of one year in relation to goods and containers carried on deck or full ship's superstructures, whose space is not included in the gross tonnage of the same, paying respectively € 0,8369 and € 2,6446 for every tonnage calculated in accordance with existing rules on Tonnage Measurement of Ships, corresponding to the space occupied by the quantity of goods and the highest maximum number of full containers transported on deck or in enclosed spaces are not considered in Calculation of tonnage, according to charging conditions prescribed in the "Instructions to the Commander on the stability of the ship." The dues run from the day landing.

4. The container ships engaged on scheduled services in the activities of international transshipment traffic may exercise the option in Article 10, paragraphs 5 and 6, of Law December 27, 1997, N. 449.

5. On the anchorage dues are applicable the exemptions under Article 13 of Law 9 February 1963, N. 82, and, in the calculation, is also the application of adjustment factors contained in the Decree of the Minister of Merchant Marine on March 18, 1988, published in Official Gazette N. 82, 8 April 1988.

6. The amount of anchorage dues revenue for the goods and containers located on deck or superstructure of which, respectively, in paragraph 2 and paragraph 4, and the substitutive right of the anchorage dues, anchorage dues

for tugs and that for the ships engaged in such fishing beyond the straits of which, respectively, in Articles 5, 7 and 14 of Law 9 February 1963, N. 82, are allocated to each Port Authorities for the division of territorial jurisdiction.

7. Foreign ships do not qualify for equal treatment with national ships are subject to payment of double the fee referred to in paragraph 1 and shall not be entitled to subscription.

8. To enable a precise identification of the relevant revenue to the port authorities, from the date of entry into force of this Regulation, by way of subscription collection, for anchorage dues are allocated, under existing law, special tax codes, differentiated payment mode or validity.

9. To the anchorage dues will apply the tax collection procedures under Article 1, paragraph 119 of Law December 24, 2007, N. 244. Pending adoption of the Decree of the Head of the Department of Finance, the anchorage dues is collected according to the procedure specified in Article 1 of Decree of President of the Republic August 30, 1966, N. 1340.

10. The provisions of this Regulation shall also apply in the ports of Sicily that are not seat of port authorities whilst giving the Sicilian Region the fees of this article except as provided in paragraph 6 about port authorities of the region, and in Article 1, paragraph 982, of Law December 27, 2006, N. 296.

## **Article 2**

### **REDUCED ANCHORAGE DUES**

Repealed by D.P.R. May 28, 2009, N. 107

## **Article 3**

### **TONNAGE OVER WHICH THE ANCHORAGE DUES IS IMPOSED**

The anchorage dues are paid on according to the Net Register Tonnage. The ton fraction of Net Register Tonnage bigger than 50 hundredth are estimated a whole ton; the smaller fraction are not considered.

## **Article 4**

### **FOREIGN SHIPS NON-EQUALISED THE NATIONAL**

The Foreign vessels not allowed to equal treatment to that national ships are subject to payment of double the fee in Article. 1.

As per second paragraph of art. 2 shall be subject to pay the double of relating fee.

These vessels are not entitled to subscription.

## **Article 5**

### **SUBSTITUTIVE RIGHT OF THE ANCHORAGE DUES FOR THE TOURISTIC CRUISE SHIP**

The national ships and the foreign ones equalised to the national ones in virtue of treaties, that make touristic cruises, have the faculty to pay a duty of each embarked or disembarked passenger, instead of the anchorage dues, of € 4,5360.

The € 4,4889 duty is paid only once, whatever may be the number of the embarking and disembarking made by the same passenger during the cruise.

The exercise of the faculty of which in the first sub paragraph, is independent from what is due on the basis of the second article for the loaded or unloaded goods.

#### **Article 6**

#### **MEASURES AGAINST DISCRIMINATION OF FLAG**

If in a foreign country Italian ships are subject to the payment of taxes or to maritime duties not imposed to the ships of that Country, or imposed in a different way, the ships of that country lose the benefits of which in the 1st, 2nd and 5th articles about the payment of the taxes by the season ticket and the cheap fares or the assimilated rights.

The subsisting of the condition of which in the previous sub paragraph, is stated by decree of the Minister of mercantile marine in concert with the Minister for foreign affairs, for finances and for treasury.

#### **Article 7**

#### **ANCHORAGE DUES FOR THE TUGS**

The national tugs and foreign ones, has equalised in virtue of treaties, are subject to the payment of the annual anchorage dues for each marked horse-power of the respective engines, of € 0,3783.

The tugs flying a foreign flag not equalised to the national flag, are subject to the payment of a double tax of which is in the previous sub paragraph. The power of the horse-powers of the engine is deduced from the documents of board.

#### **Article 8**

#### **TERM OF PAYMENT OF THE ANCHORAGE DUES**

The anchorage dues must be paid before the sailing of the ship and, however, not later than 30 days from the landing.

#### **Article 9**

#### **TRANSFORMATION OF THE ANCHORAGE DUES PREVIOUSLY PAYED**

Neither the transformation of the 30 days valid anchorage dues in the correspondent annual dues is allowed, nor the transformation of the same tax relating to the navigation around the national port in the correspondent tax for the navigation abroad.

It is allowed instead the transformation of the annual tax for the State in the annual tax abroad with the payment of the difference between the two taxes. The forbiddings of which in the first sub paragraph, are not applied if the ships have not yet left the port where the tax has been paid.

If the transformation of the tax takes place, the due difference should be paid off with effect and validity starting from the date of the payment of the previous tax.

#### **Article 10**

#### **EXTENSION OF VALIDITY OF THE ANCHORAGE DUES**

The period of validity of the anchorage dues is extended:

- 1) for the time spent by the ship in a port of the State either in compulsory or search quarantine;
- 2) for the time of delay because of acts of God stated by the Port Authority, of the mending works in the dry docks and in slips where the ship is;
- 3) for the time delay of the trade operation because of strikes of the dock workers and always if the ship was not beinable to bring them to an end before the expiry of the dues;
- 4) for the time of registration in the auxiliary shipping of the State of the ship requisitioned by military Navy, as occasion may required, within the limits of the annual tax subscribed;
- 5) for the time of trade inactivity of the ship, occurring with the date of its arrival in the port and the date in which the ship itself in a condition to star the trade operations.

#### **Article 11**

##### **COASTING TRADE OF THE SHIPS THAT HAVE PAYED THE ANNUAL ANCHORAGE DUES FOR ABROAD**

The national ships that have payed the annual anchorage dues season ticket for abroad can exert the coasting trade for all the time of the season ticket in the ports, the roadstead and the beaches of the State without paying any other anchorage dues.

#### **Article 12**

##### **SHIPS WITH THE NATIONAL ANNUAL SEASON TICKET THAT UNDERTAKE VOYAGE ABROAD**

The ships with a N.R.T. heavier than 350 tons that have payed the annual season ticket for the sole navigation in the ports, the roadstead and the beaches of the State, may be allowed to undertake voyage abroad - with or without trade operation - during the time of validity and without the payment of another tax.

At their coming back to the State and always if they unload all or a part of the shipped goods, the ships above mentioned are subject to the payment of the dues of which in the first article, only in the first landing port, or, if the provided conditions exist, they are subject to the payment of the dues of which in the 2nd article.

The time spent in the above mentioned voyages will not be deducted from the period of validity of the annual subscription.

#### **Article 13**

##### **SHIPS FREE FROM THE PAYMENT OF THE ANCHORAGE DUES**

They are free from the payment of the anchorage dues:

- a) the ships with a N.R.T. lighter than 50 tons;
- b) the war ships;
- c) the cruising ship of whatever flag recognised by the respective Governments;
- d) the laying up ships;

- e) the ships in forced or voluntary consignment if they do not perform trade operation and the ships that land in ballast to be laid up, to be mended, to be transformed or to winter;
- f) the rope ships;
- g) the hospital ships;
- h) the national ships that fish and that are exclusively used to carry the fish of other national ship with the exception of those in the following article;
- i) the ships assigned to the maritime services in the ports, the roadsteads and the beaches of the State, except those of which in the art. 7 and the moving floats generally used for the service connected with the sea traffic and navigation;
- l) the ships of property of the State connected with the coast guard services.

#### **Article 14**

##### **ANCHORAGE DUES FOR THE SHIPS THAT FISH BEYOND THE STRAITS**

The national ships that fish beyond the straits or that are used exclusively for the freight of the fish of the above mentioned ships, are subject to the payment of the anchorage dues of which in art. 2 in case that, when they go back to the State they make trade operations in the port of arrival.

The unloading of the fishing products that have not undergone a transformation, is not considered a trade operation.

#### **Article 15**

##### **OPERATION NOT QUALIFIED AS TRADE OPERATION WITH RESPECT TO THE ANCHORAGE DUES**

For the application of the anchorage dues are not considered trade operations:

- a) the sending craft to the shore;
- b) the delivering or to receive letters or even simple samples;
- c) the supplying with provisions, fuel and board tools necessary to the voyage;
- d) the landing of passengers because of illness or of forced release recognised by the Port Authority;
- e) the unloading of goods ordered by the Port Authority with a sentences;
- f) the unloading of the old copper and metal for the covering of the ship keel, even though it takes place in a port different from the one where the foresaid metal has been loaded, provided that the unloading is made from the same ship to which the metal belonged;
- g) the loading, the unloading and the moving of drums and large cases and generally of empty boxes, when they are or have been useful to take or leave a cargo in the port of equipment;
- h) the embarking and the disembarking of proprietors, shipowner and their family, the dock hands and the guest, carried by the vessel launched from the shipyard to the fit out port;
- i) the loading and the unloading of the aspects conveyed gratis by a ship, by invitation of the maritime consular or postal Authorities;

- l) the embarking or the disembarking of shipwrecked person carried by invitation of the maritime and consular authorities, unless it is settled for them the same fees the other passenger pay;
- m) for the ships assigned to the sea rescues, the embarking and the disembarking of the staff experienced of the works related to the rescues themselves;
- n) the embarking and the disembarking of the specialised staff assigned to the checking of the board technical equipment;
- o) the unloading of the materials coming from the salvages undertaken by the Port Authority;
- p) the unloading of all the cargo or of a part of it, because of average of the ship;
- q) the definitive unloading of a part of the cargo, ordered by the Port Authority for reasons connected with the seaworthiness condition of the ship;
- r) the loading or the unloading of the items of the italian diplomatic messenger;
- s) the loading of aspects sent by the Minister of Foreign Affairs to the consular and diplomatic bureau for official use.

## **Article 16**

### **DUES OF FLOATS AND SHIPS EXEMPTED FROM THE ANCHORAGE DUES**

The ships of the sea service of the ports, the roadsteads and the beaches of the State, and the moving floats generally used in the services concerning g the sea traffic and the navigation, exempted from the anchorage dues according to point i) of the art. 13, are subject to the payment of an annual fee of:

- if they have a N.R.T. lighter than 25 tons € 7,5657
- if they have a N.R.T. lighter than 50 tons € 15,1313
- if they have a N.R.T. heavier than 50 tons € 30,2628

## **CHAPTER II**

### **ANCHORAGE EXTRADUES FOR THE GOODS ON DECK**

## **Article 17**

### **SHIPS SUBJECT TO THE PAYMENT OF THE ANCHORAGE EXTRADUES FOR THE GOODS ON DECK AND RELATIVE LIMITS AND TERMS**

Repealed by D.P.R. May 28, 2009, N. 107

## **Article 18**

### **STARING OF THE ANCHORAGE EXTRADUES**

Repealed by D.P.R. May 28, 2009, N. 107

## **Article 19**

### **DATE OF EXPIRATION OF THE ANCHORAGE EXTRADUES**

Repealed by D.P.R. May 28, 2009, N. 107

## **Article 20**

### **SHIPS EXEMPTED FROM THE PAYMENT OF THE ANCHORAGE EXTRADUES**

The ship that carry the goods of which in the undersaid categories and that have in their holds an empty place corresponding to the volume of the goods put on deck, are exempted from payment:

- a) the dangerous materials, in the case that according to the loading laws, freight and unloading laws, it is forbidden to ship them under deck;
- b) the perishable goods;
- c) the bulky goods which, cannot be put in the holds because of their dimension;
- d) the bad smelling goods;
- e) the living animals.

## **Article 21**

### **EXEMPTION FROM THE PAYMENT OF THE ANCHORAGE EXTRADUES FOR DRUMS AND EMPTY BOXES**

The ship that carry drums, large cases and generally empty boxes which serve or have served to take or leave a cargo in a port of the State, are exempted from paying, even when they don't have a corresponding empty place in the hold.

## **Article 22**

### **EXTENSION OF THE ANCHORAGE EXTRADUES OF THE LAWS RELATIVE TO THE ANCHORAGE DUES**

The laws relative to the anchorage extradues are enforced to the anchorage extradues if they are not opposite or incompatible with the laws of this paragraph.

## **CHAPTER III**

### **ADDITIONAL FEE OF ANCHORAGE**

In Genoa and Venice

## **Article 23**

### **ADDITIONAL ANCHORAGE DUES IN THE PORTS OF GENOA AND VENICE**

The ships that perform trade operation in the ports of Genoa and Venice are subject to the payment of additional anchorage dues for each ton of N.R.T. of € 0,004315.

The fee is payable to each port, except as provided in the following.

#### **Article 24**

##### **ADDITIONAL ANCHORAGE DUES FOR THE SHIP LIGHTER THAN 100 TONS OF THEIR N.R.T. AND FOR TUGS**

For the ships with a N.R.T. lighter than 100 tons and for those assigned to the sea services, the additional tax of € 0,004315 for each ton of N.R.T. is paid once and it is valid until the expiry of the anchorage dues.

Likewise it is paid once by the tug, together with the additional anchorage dues and it is paid off with the standards stated in the art. 7.

#### **Article 25**

##### **ADDITIONAL ANCHORAGE DUES FOR THE TOURISTIC CRUISE SHIPS**

The ships of which in the art. 5, that land at the ports of Genoa and Venice and that performs there the embarking and disembarking of the passengers, can pay, instead of the whole amount of the anchorage dues of which in the art. 23 and which is stated according to their N.R.T., the fiftieth part of the above mentioned amount for each embarked or disembarked passenger, with a minimum global of € 2,1459.

#### **Article 26**

##### **EXEMPTION FROM THE PAYMENT OF THE ADDITIONAL ANCHORAGE DUES**

The additional anchorage dues of which in the art. 23 is not due when the ship is exempted from the payment of the anchorage dues, with the exception of the ships assigned to the sea service of the port.

#### **DECREE 18th MARCH 1988**

in force since 8th April 1988

##### **CORRECTION COEFFICIENTS IN ORDER TO APPLY ANCHORAGE DUES, AND ANCHORAGE EXTRADUES FOR GOODS ON DECK**

The following correction coefficients are to be applied to the N.T. value to obtain the N.R.T. on which one shall have to apply the anchorage dues and anchorage extradues for goods on deck referred to in the first and second paragraph of the first title of the Law n. 82 dated 9th February 1963, are to be in compliance with the Law-Decree n. 69 dated 13th March 1988.

##### **A CLASS**

Tankers (crude oil tankers, tankers for clean products, chemical tankers, gas carriers, bitumen carriers, etc.): 0,98

##### **B CLASS**

Dry bulkcarriers, general cargo vessels with one or more decks, with continuous tweendecks, cellular container vessels with one deck, reefers: 0,99

##### **C CLASS**

General cargo vessels with two or more decks with an open tweendeck:



with GT below 4.000: 0,37 with  
GT over 4.000: 0,90

#### D CLASS

Cellular container vessels with two or more decks, livestock carriers: 0,54

#### E CLASS

Ro-Ro vessels, ferries, unit-load carriers, car-carriers: 0,34

#### F CLASS

Passengers vessels: 0,99

#### G CLASS

Fishing vessels: 1,00

#### H CLASS

Supply vessels: 0,71