

Tariff for services of Port of Gdansk Authority SA

Tariff approved by Resolution No. 26/2014 of 29 January 2014 of the Management Board of the Port of Gdansk Authority SA, amended by Resolution No. 22/2016 of 20 January 2016 of the Management Board of the Port of Gdansk Authority SA and by the decision of the Management Board of the Port of Gdansk Authority SA of 13 December 2016 and 21 March 2017.

§1

This Tariff specifies port fees for use of port infrastructure, established and collected by Port of Gdansk Authority SA pursuant to the Act dated 20.12.1996 on ports and sea havens (unified text, Journal of Laws no. 110 dated 18 July 2002, item 967 with later amendments).

1. Tariff rates are net and given in EUR.
2. Fees shall be converted into the currency of payment according to the average National Bank of Poland exchange rate effective on the date of completion of using port infrastructure.
3. Payment settlements pursuant to this Tariff are governed by the regulations on foreign currency and financial regulation binding in the Republic of Poland.
4. Minimum invoice value amounts to EUR 20.
5. In order to ensure correct calculation of port charges, every ship entering the port is obliged to deliver to the Port's Chief Dispatcher a written notification of arrival or departure (except for ships where provisions of §4 clauses 2 and 3, and §7 clauses 2 and 3 apply). Electronic notifications of arrival/departure are accepted by e-mail at glowny.dyspozytor@portgdansk.pl or by fax at +48 58 737 63 76.

Notifications should contain the following information:

- Name and IMO number of ship
- Type of ship and ship dimensions (length overall, maximum breadth, draught on entry to port, draught per summer freeboard mark)
- Gross tonnage, net tonnage and DWT
- Ship owner's name, agent's name and address, and other contact details (phone number, e-mail address)
- Name of previous and next port of call
- Short description of cargo, quantity and kind
- Number of passengers
- Names of wharfs or jetties where the vessel will dock
- Purpose of call
- Payer data

Seagoing ships are additionally obliged to provide information on waste on board via the Polish Harbour Information and Control System.

Notifications of arrival or departure and information on waste are provided by the ship master or the owner's representative - agent.

6. The basis for determining port charges calculated per 1 GT is the relevant valid International Tonnage Certificate or valid ship safety certificate (*karta bezpieczeństwa*), which is to be delivered to the Port of Gdansk Authority SA, by the ship master or his/her representative - agent.

For double bottom tankers or tankers with segregated ballast tanks, the basis for determining port charges is gross tonnage (GT) reduced by the volume of double bottom or segregated ballast tanks, specified in:

- Recognised certificate
- International Tonnage Certificate which under the column "Remarks" includes an entry compliant to IMO resolution no. A.747 (18), provided that the double bottom satisfies the requirements of Regulation 13 F of Annex no. I to Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships (MARPOL), adopted in London on 2 November 1973, and Protocol of 1978 referring to the convention adopted in London on 17 February 1978 (Journal of Laws of 1987 no. 17 item 101).

The maximum basis for calculating charges for passenger ships and deep-sea container vessels is 60,000 GT.

7. In determining port charges for ships holding a tonnage certificate specifying gross register tonnage (GRT), 1 GRT = 1 GT
8. If the Tonnage Certificate gives varied ship tonnage or the ship has two tonnage certificates, higher tonnage is the basis for calculating charges.
9. In case gross tonnage (GT) cannot be established for:
 - a. A seagoing ship - charges are levied on ship's gross volume (V) as resultant from the product of her length overall (L), maximum breadth (B) and the vessel's summer freeboard mark (D), approximating upwards to a full m^3 according to the formula stipulating that $1 GT = 1 m^3$ gross volume V,
 - b. Harbour and inland navigation vessels - charges are levied on ship's gross volume (V) as resultant from the product of her length overall (L), maximum breadth (B) and moulded depth (H) approximating upwards to a full m^3 according to the formula stipulating that $1 GT = 0.25 m^3$ gross volume V.
10. In case of disputes ship data in Lloyd's Shipping Register applies.

§2

The following terms used in this Tariff mean:

1. "Regular Line" - a shipping line between the Port of Gdansk and Polish or foreign ports registered in writing by the owner or agent and accepted by the Port of Gdansk Authority SA in a written agreement made by and between the registrant and the Port of Gdansk Authority SA, except for ship's entry or leave involving the shipment of fullship cargo, if the shipment is conducted under charter contract provisions. The Port of Gdansk Authority may at all times request the registrant to provide additional information in writing whereas the registrant is obliged to provide relevant information, or otherwise the Port of Gdansk Authority SA may refuse or cancel its approval.
2. "International Tonnage Certificate" - tonnage certificate issued pursuant to the International Convention on Tonnage Measurement of Ships adopted in London on 23 June 1969 (Journal of Laws of 1983 no. 56 item 247) or other international agreement in this scope to which the Republic of Poland is a party.
3. "Recognised Certificate" - International Oil Pollution Prevention Certificate - IOPP issued by the flag pertinent maritime administration, stating that the ship has a double bottom or segregated ballast tanks.
4. "Week" - means the period starting Monday at 00:01 and ending on the following Sunday at 24:00.
5. "Gdansk Gulf" - means in this Tariff the water basin limited by the line linking Hel with the point marking the Polish-Russian state border and embraces all ports therein.
6. "Deep-sea container vessel" - a container vessel operating outside the European ports, the Black Sea ports and outside ports located on the Mediterranean coasts of Africa and Asia, including Morocco.

§3

1. Tonnage dues for entry of seagoing ship to port and departure of ship from port, transit through port area, and assurance of ship waste reception per 1 GT:

No.	Ship size and type	Fee (EUR/1 GT)
1	Car carrier	0.14
2	General cargo vessel	0.45
3	Reefer carrier	0.52
4	Container vessel	0.22
5	"Ro-Ro" ship	0.20
6	Bulk carrier	0.51
7	Passenger ship	0.13
8	Ferry	0.09
9	Passenger - cargo ship	0.09
10	Tanker up to 38,000 GT	0.57
11	Tanker over 38,000 GT	0.64
12	Towing and pushing vessels	0.48
13	Other seagoing ships	0.45

2. Tonnage dues for liner vessels and ferries entering port:
 - a. at least 8 times a week amount to 40%
 - b. at least 6 times a week amount to 45%
 - c. at least 4 times a week amount to 50%
 - d. 3 times a week amount to 60%
 - e. 2 times a week amount to 65%
 - f. 1 once a week amount to 70%
 - g. less than once a week but no less than once a month amount to 75%

of the pertinent fee rate specified in clause 1.

3. For passenger ships entering the Port of Gdansk, tonnage dues have been introduced depending on the number of calls in a calendar year
 - a. for 2-3 calls, the dues amount to 80%,
 - b. for 4-5 calls, the dues amount to 60%,
 - c. for more than 6 calls, the dues amount to 50%

of the pertinent fee rate specified in clause 1.

4. For newbuildings of seagoing ships and hulls leaving port or shipyard and entering port solely for the purpose of repair, conversion, dismantling, scrapping, performance of towing power tests or bunkering fuel, replenishing of stores or equipment, with no involvement in commercial activity, if their stay in port or shipyard is limited only to the time necessary to perform the above, the charge amounts to 25% of the pertinent fee rate specified in clause 1. Otherwise, the full tonnage charge is to be levied.
5. For vessels staying in the roadstead for loading or discharging cargo or for passenger clearance the charge is 50% of the fee stipulated in clause 1.

6. For seagoing ship entering port solely for demurrage with no involvement in commercial activity the charges amount to 25% of the pertinent rate specified in clause 1.
7. For ship passing in transit through the port area and not conducting commercial activity fees are charged for one way passage and amount to 50% of the pertinent fee rate specified in clause 1.
8. Tonnages dues rates specified in clause 1 include the fee for reception of waste from ships. The tonnage dues of the Port of Gdansk Authority SA cover reception of waste according to set standards, which are presented in the Table below, depending on the last port of call, without prejudice to clause 9, and on compliance with specified conditions in accordance with Information on the procedure and means of sea vessel-generated waste reception at the Port of Gdansk.

Waste type	Measure	Location of last port of call:		
		Baltic Sea	North Sea	Other waters
Waste oils and their mixtures	m ³	3.0	7.0	12.0
Solid waste	m ³	0.5	0.6	0.7
Sewage	m ³	3.0	6.0	7.0

The term:

"waste oils and their mixtures" - means waste listed in Annex I to MARPOL 73/78 - sludge, bilge water and other, i.e. oily cotton waste, oily rags, oil and fuel filters;

"solid waste" - means waste listed in Annex V to MARPOL 73/78 taking into account guidelines for implementation: kitchen waste, plastic, others;

"sewage" - means waste listed in Annex IV to MARPOL 73/78.

9. In case of ferries and passenger ships the tonnage dues account for 1/3 of the quantity of discharged solid waste and sewage.
10. Detailed conditions and procedures of collecting waste are specified in Information on the procedure and means of sea vessel-generated waste reception at the Port of Gdansk, available at www.portgdansk.pl or from the Port's Chief Dispatcher.

§4

1. Tonnage dues for harbour and inland navigation vessels as well as fishing cutters and fishing boats for entry and leaving port amount to (per 1 GT):

No.	Ship type	Fee (EUR/1 GT)
1	Pusher tugs and tugs	0.40
2	Barges, scow and pontoon - no propulsion	0.03
3	Barges and scow with propulsion	0.10
4	Bunker tankers	0.10
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.10

2. Annual flat-rate tonnage dues are established to be charged to vessels permanently employed in the port and operating within the harbour and within Gdansk Gulf. Annual flat-rate tonnage due payment declarations and owner applications to establish the amount of the annual flat-rate tonnage dues for a given calendar year shall be submitted to the Port of Gdansk Authority SA on or before 15 January of the calendar year to which the dues refer. The time limit specified in the previous sentence cannot be prolonged or reinstated.
3. The annual flat-rate tonnage dues referred to in §4 clause 2 are determined by multiplying the lump rates referred to in §4 clause 1 by the coefficient 20. Annual flat-rate tonnage dues can be paid in maximum two equal instalments payable by the end of the first and third quarter of the given calendar year. Customers initiating activity during the course of the year place, within one month of initiating the activity, annual flat-rate tonnage dues payment declarations and settle the annual flat-rate tonnage dues proportionally to the remaining number of full months in the given year, counting from the date of placing a declaration to the end of the calendar year. The same applies to customers concluding their activity in the Port of Gdansk during the course of the year who, within 30 days of concluding the activity, file applications for a refund of the outstanding portion of the annual flat-rate tonnage dues with the Port of Gdansk Authority SA. The application must contain relevant documents evidencing the conclusion of the activity conducted at the Port of Gdansk by the customer applying for the refund or a declaration of the customer to that effect.
4. Ships not listed in clause 2 settle tonnage dues in lump sum according to clause 1.

§5

Tonnage dues for ships calling port for other than commercial purposes amount to:

- a. refuge owing to bad weather 0.00 EUR;
- b. obtaining medical aid for crew member or passenger 0.00 EUR;
- c. official courtesy visits 0.00 EUR;
- d. icebreakers 0.00 EUR;
- e. training ships 0.00 EUR;
- f. sport crafts 0.00 EUR;
- g. hydrographic vessel 0.00 EUR;
- h. sport and recreational crafts 0.00 EUR;
- i. any craft less than 6 metres in length 0.00 EUR;
- j. harbour and inland navigation vessels - bunkering fuel, replenishing of stores or equipment 0.00 EUR;
- k. harbour and inland navigation vessels - repair, conversion, dismantling, scrapping 0.00 EUR;

Ships listed above in §5 bear the full costs of waste reception.

§6

1. Wharfage for seagoing ships for use of wharf or jetty amounts to (per 1 GT):

No.	Ship type	Time of using port infrastructure	Fee (EUR/1 GT)
1	Ferries and passenger-cargo ships, "Ro-Ro" ships, car carriers, passenger ships	For time at berth justified by operational or commercial needs and first 12 hours preceding and 4 hours following that time	0.04
2	Tankers and bulk carriers	For time at berth justified by operational or commercial needs and first 12 hours preceding and 4 hours following that time	0.08
3	Other ships	For time at berth justified by operational or commercial needs and first 12 hours preceding and 4 hours following that time	0.11

2. Wharfage for liner vessels and ferries entering port:
- a. at least 8 times per week amounts to 40%
 - b. at least 6 times per week amounts to 45%
 - c. at least 4 times per week amounts to 50%

- d. 3 times per week amounts to 60%
- e. 2 times per week amounts to 65%
- f. 1 once a week amounts to 70%
- g. less frequently than once a week, but no less than once a month amounts to 75%

of the pertinent fee rate specified in clause 1.

3. In case a ship loading/ unloading cargo uses, during stay in port, wharfs or jetty which belong to Port of Gdansk Authority SA and other owners, wharfage collected by Port of Gdansk Authority SA amounts to 50% of the pertinent fee rate specified in clause 1.
4. For newbuildings of seagoing ships and hulls leaving port and entering port solely for the purpose of repair, conversion, dismantling, scrapping, performance of towing power tests or bunkering, replenishing of stores or equipment, with no involvement in commercial activity, if their stay in port is limited only to time necessary to perform the above, wharfage amounts to 25% of the pertinent fee rate specified in clause 1.
5. For seagoing ships entering port solely for demurrage with no involvement in commercial activity, wharfage amounts to 25% of the pertinent fee rate specified in clause 1.
6. Berthing after the period of using the wharf as specified in clause 1 is treated as demurrage for which the Port of Gdansk Authority SA charges a demurrage fee specified in a separate price list. The price list includes also the terms and conditions of demurrage.

§7

1. Wharfage for harbour and inland navigation vessels as well as fishing cutters and fishing boats for use of wharf or jetty amounts to per 1 GT:

No.	Ship type	Fee (EUR/1 GT)
1	Pusher tugs and tugs	0.06
2	Barges, scow and pontoon - no propulsion	0.01
3	Barges and scow with propulsion	0.03
4	Bunker tankers	0.03
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.03

2. Annual flat-rate wharfage is established to be charged to vessels permanently employed in the port and operating within the harbour and within Gdansk Gulf. Annual flat-rate wharfage payment declarations and owner applications to establish the amount of the annual flat-rate wharfage for a given calendar year shall be submitted to the Port of Gdansk Authority SA on or before 15 January of the calendar year to which the annual flat-rate wharfage refers. The time limit specified in the previous sentence cannot be prolonged or reinstated.

3. The annual flat-rate wharfage referred to in §7 clause 2 is determined by multiplying the lump rates referred to in §7 clause 1 by the coefficient 20. Annual flat-rate wharfage can be paid in maximum two equal instalments payable by the end of the first and third quarter of the given calendar year. Customers initiating activity during the course of the year place, within one month of initiating the activity, annual flat-rate wharfage payment declarations and settle the annual flat-rate wharfage proportionally to the remaining number of full months in the given year, counting from the date of placing a declaration to the end of the calendar year. The same applies to customers concluding their activity in the Port of Gdansk during the course of the year who, within 30 days of concluding the activity, file applications for a refund of the outstanding portion of the annual flat-rate wharfage with the Port of Gdansk Authority SA. The application must contain relevant documents evidencing the conclusion of the activity conducted at the Port of Gdansk by the customer applying for the refund or a declaration of the customer to that effect.
4. Ships not listed in clause 2 settle wharfage in lump sum according to clause 1.
5. Annual flat-rate and lump-sum wharfage rates include the dues of the Port of Gdansk Authority SA for berthing at wharf for up to four hours after completing operational or commercial activity. Berthing after that period is treated as demurrage for which the Port of Gdansk Authority SA charges a demurrage fee specified in a separate price list. The price list includes also the terms and conditions of demurrage.

§8

Wharfage for ships calling port for other than commercial purposes amounts to:

a. refuge owing to bad weather	0.00 EUR;
b. obtaining medical aid for crew member or passenger	0.00 EUR;
c. official courtesy visits	0.00 EUR;
d. icebreakers	0.00 EUR;
e. training ships	0.00 EUR;
f. sport crafts	0.00 EUR;
g. hydrographic vessel	0.00 EUR;
h. sport and recreational crafts	0.00 EUR;
i. any vessel less than 6 metres in length	0.00 EUR;
j. harbour and inland navigation vessels - bunkering fuel, replenishing of stores or equipment	0.00 EUR;
k. harbour and inland navigation vessels - repair or conversion	0.00 EUR;

§9

1. Passenger fee collected for passengers embarking and disembarking:

No.	Ship type	Fee (EUR/1 passenger)
1	Ferries and passenger-cargo ship	0.65
2	Passenger ships and other seagoing ships	1.10
3	Harbour and inland navigation vessels in domestic traffic	0.00

2. Passenger charges are calculated on the basis of the number of passengers specified in the notification of arrival available in the Polish Harbour Information and Control System.
3. Passenger charges for a passenger making a round journey are collected once.
4. Passenger charges for seagoing ships cruising up to 80 sea miles amounts to 20% of the pertinent fee rate specified in clause 1 - No. 2 in the Table.

§10

Pursuant to recommendations of the International Labour Organisation (ILO) No. 138, Port of Gdansk Authority SA collects charges for the social and cultural fund for sailors, amounting to EUR 0.005/1 GT. Single charges cannot exceed EUR 70.00.

§11

Special provisions:

1. General cargo vessels carrying solely containers are charged like container vessels.
2. Single tonnage dues and wharfage are collected for seagoing ships leaving for the roadstead between loading and/ or unloading activity.
3. Annual fees following the principles specified in §4 and in §7 also apply to seagoing ships operating solely in Gdansk Gulf.
4. For the performance of technical tests in the sea areas of the Port of Gdansk Authority SA, a fee has been introduced, at an amount of EUR 250.00 per each test.
5. In exceptional cases the Port of Gdansk Authority SA may at its own discretion levy, on a justified written application filed by the owner or agent, a different rate of port charges than specified in the Tariff for Services of Port of Gdansk Authority SA, or offer other economically justified discounts not provided for in the Tariff.

6. Should a ship owner or an agent representing it violate the conditions of payment for liner vessel calls specified by the Port of Gdansk Authority SA in an invoice issued for those, the Port of Gdansk Authority SA shall have the right to suspend discounts on port charges specified in §3.2 and §6.2 until the payment arrears along with the interest due to the Port of Gdansk Authority SA are settled by the ship owner or an agent representing it.
7. The presently binding tariffs for other fees collected by the Port of Gdansk Authority SA (apart from the port fees specified in this tariff) remain in force.
8. This Tariff enters into force on 01 April 2014, except for the amendment in §1.5 approved by Resolution No. 22/2016 of 20 January 2016 of the Management Board of the Port of Gdansk Authority SA, which enters into force on 01 March 2016 and the amendment in §11.6 approved by the decision of the Management Board of the Port of Gdansk Authority SA of 13 December 2016, which enters into force on 1 January 2017 and the amendment in §6.1 approved by the decision of the Management Board of the Port of Gdansk Authority SA of 21 March 2017, which enters into force on 1 May 2017.

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