

Tariff for the Services of the 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, by the decision of the Management Board of the Port of Gdansk Authority SA of 13 December 2016 and the decision of 21 March 2017, as well as Resolution No. 488/2018 of 28 November 2018 of the Management Board of the Port of Gdansk Authority SA.

This Tariff specifies port fees for the use of port infrastructure, established and collected by the Port of Gdansk Authority SA pursuant to the *Act of 20 December 1996 on ports and sea harbours* (consolidated text of 28 September 2017; Dz. U./Journal of Laws of 2017, item 1933, as amended).

§1

1. Tariff rates are net amounts and given in PLN.
2. Payment settlements pursuant to this Tariff are governed by the applicable regulations and provisions of the law of the Republic of Poland.
3. If the total amount of port fees – due based on this Tariff for one vessel call – should be lower than PLN 42.55, the infrastructure user shall be obliged to pay the amount of PLN 42.55.
4. In order to ensure correct calculation of port fees, 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 to which 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 the IMO number of the ship,
 - type of ship and ship dimensions (total length, 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 the 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. The information shall be provided via the Polish Harbour Information and Control System (PHICS).

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

5. The basis for determining port fees calculated per 1 GT is the relevant valid International Tonnage Certificate or a valid ship safety certificate, which is to be delivered to the Port of Gdansk Authority SA by the ship master or his/her representative/agent.
 - a) For double bottom tankers or tankers with segregated ballast tanks, the basis for determining port fees is the gross tonnage (GT) reduced by the volume of the double bottom or segregated ballast tanks, specified in:
 - recognised certificate,
 - International Tonnage Certificate which, under the column "Remarks", includes an entry compliant with the IMO resolution no. A.747 (18), provided that the double bottom satisfies the requirements of Regulation 13 F of Annex 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).
 - b) For "open top" container ship, the basis for determining port fees is the reduced gross tonnage (GT) specified in:
 - recognised certificate,
 - International Tonnage Certificate (1969) which, under the column "Remarks", includes an entry compliant with the IMO resolution no. MSC.234 (82).
 - c) The maximum basis for calculating fees for passenger ships is 60,000 GT.
 - d) The maximum basis for calculating fees for ocean-going container vessels is 80,000 GT.
6. In determining port fees for ships holding a tonnage certificate specifying gross register tonnage (GRT), 1 GRT = 1 GT.
7. If the Tonnage Certificate gives varied ship tonnage or the ship has two tonnage certificates, higher tonnage shall be the basis for calculating the fees.
8. If gross tonnage (GT) cannot be established for:
 - a) a seagoing ship – fees are levied based on the ship's gross volume (V) as resultant from the product of her total length (L), maximum breadth (B), and the vessel's summer freeboard mark (D), approximating upwards to a full m³ according to the formula stipulating that 1 GT = 1 m³ gross volume V,
 - b) harbour and inland navigation vessels – fees are levied based on the ship's gross volume (V) as resultant from the product of her total length (L), maximum breadth (B), and moulded depth (H) approximating upwards to a full m³ according to the formula stipulating that 1 GT = 0.25 m³ gross volume V.
9. In the case of vessels leaving a shipyard following conversion or repair, the basis for calculating the fees is the gross tonnage (GT) of the vessel as of the day of leaving the port.

10. In case of disputes, ship data in Lloyd's Shipping Register shall apply.

§2

The terms used in this Tariff shall 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 the ship's entry or leave involving the shipment of full-ship 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.

A regular line shall also comply with the following conditions:

- a) vessel entry into the port at least once every 2 months,
 - b) the requirement to provide, by the 25th day of each month or the last working day before the 25th day of the month if that day falls on a Saturday, Sunday or a holiday, the current schedule of calls for the next month, including the ports of call and the frequency of calls for each service.
2. Two types of Regular Lines can be distinguished at the Port of Gdansk, depending on the geographical area of navigation:
 - a) ocean-going ship lines – where apart from calls at the Port of Gdansk, the ship operates outside European ports, the Black Sea ports, the African and Asian coasts of the Mediterranean Sea, and Morocco;
 - b) other ship lines – where apart from calls at the Port of Gdansk, the ship makes voyages to European ports, the Black Sea ports, and the African and Asian coasts of the Mediterranean Sea, including Morocco;
 3. "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 within this scope to which the Republic of Poland is a party.
 4. "Recognised Certificate" – International Oil Pollution Prevention Certificate – IOPP issued by the flag-relevant maritime administration, stating that the ship has a double bottom or segregated ballast tanks.
 5. "Week" – means the period starting Monday at 00:01 and ending on the following Sunday at 24:00.
 6. "Month" – means 30 consecutive days.
 7. "Gdansk Gulf" – within the meaning of this Tariff, the water basin limited by the line linking the Hel Peninsula with the point marking the Polish-Russian state border, embracing all ports therein.
 8. "Ocean-going container vessel" – a container vessel operating outside European ports, the Black Sea ports, and the African and Asian coasts of the Mediterranean Sea, including Morocco;

9. “Open Top” – an open-top container ship meaning a ship designed to transport containers, with a cross-section shaped like the letter “U” and the total surface area in the clear opening of the cargo hatches not less than 66.7% of the total surface area of the horizontal cross-section of the hull within the cargo hold, at the level of the upper deck, with a double bottom and high-sided erections without hatch covers on the upper deck or a complete deck above the line of maximum draught.

§3

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

Item	Vessel size and type	Fee (PLN/1 GT)
1	Car carriers	0.60
2	General cargo vessels	1.91
3	Reefer vessels	2.21
4	Container vessels	1.02
5	“Ro-Ro” ships	0.85
6	Bulk carriers up to 38,000 GT	2.17
7	Bulk carriers over 38,000 GT	2.26
8	Passenger ships	0.55
9	Ferries	0.38
10	Passenger-cargo ships	0.38
11	Tankers up to 38,000 GT	2.51
12	Tankers over 38,000 GT	2.72
13	Towing and pushing vessels	2.04
14	Other seagoing ships	1.91

2. Tonnage dues for all types of Regular Line vessels and ferries entering the port:
- a. at least 8 times a week amount to 45%,
 - b. at least 6 times a week amount to 50%,
 - c. at least 4 times a week amount to 55%,

- d. 3 times a week amount to 65%,
- e. 2 times a week amount to 70%,
- f. 1 time a week amount to 75%,
- g. less frequently than once a week, but no less frequently than twice a month amount to 80%,
- h. at least once every 2 months amount to 90%

of the relevant fee rate specified in clause 1.

3. The amount of tonnage dues specified in § 3 clause 2 is calculated separately for individual types of Regular Line vessels specified in § 2 clause 2.
4. 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 6 calls and more, the dues amount to 50%

of the relevant fee rate specified in clause 1.

5. For newbuildings of seagoing ships and hulls leaving the port or shipyard and entering the 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 at the port or shipyard is limited only to the time necessary to perform the above, the fee amounts to 25% of the relevant fee rate specified in clause 1. Otherwise, the full tonnage fee is to be levied.
6. For vessels staying in the roadstead for loading or discharging cargo or for passenger clearance, the fee is 50% of the fee stipulated in clause 1.
7. For seagoing ships entering the port solely for demurrage with no involvement in commercial activity, the fees amount to 50% of the relevant rate specified in clause 1.
8. For ships passing in transit through the port area and not conducting any commercial activity, fees are charged for one-way passage and amount to 25% of the relevant fee rate specified in clause 1.
9. Tonnage due rates specified in clause 1 include the fee for the reception of waste from ships. The tonnage dues of the Port of Gdansk Authority SA cover the reception of waste according to the set standards, which are presented in the Table below, depending on the last port of call, subject to clause 9, and on compliance with specific conditions in accordance with the Information on the procedure and means of sea vessel-generated waste reception at the Port of Gdansk.

Type of waste	Unit	Location of the last port of call:		
		Baltic Sea	North Sea	Other sea basins
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 the guidelines for implementation: kitchen waste, plastic, others;

“sewage” – means waste listed in Annex IV to MARPOL 73/78.

10. In the case of ferries and passenger ships, the tonnage dues account for 1/3 of the quantity of the discharged solid waste and sewage.
11. Detailed conditions and procedures of collecting waste are specified in the 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 the entry to and leaving the port amount to (per 1 GT):

Item	Vessel type	Fee (PLN/1 GT)
1	Pusher tugs and tugs	1.70
2	Barges, scow, and pontoon – no propulsion	0.13
3	Barges and scow with propulsion	0.43
4	Bunker tankers	0.43
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.43

2. Annual flat-rate tonnage dues are established to be charged to vessels permanently employed at the port and operating within the harbour and within the Gdansk Gulf.

Annual flat-rate tonnage due payment declarations and owner applications to establish the amount of the annual flat-rate tonnage dues for the 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 of 30. 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. Business partners initiating activity during the course of the year shall submit, 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 submitting the declaration to the end of the calendar year. The same applies to business partners concluding their activity at 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 business partner applying for the refund or a declaration of the business partner to that effect.
4. Ships not listed in clause 2 shall settle tonnage dues in a lump sum according to clause 1.

§5

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

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

k. harbour and inland navigation vessels – repair, conversion, dismantling, scrapping PLN 0.00;

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

§6

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

Item	Vessel type	Time of using port infrastructure	Fee (PLN/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 the first 12 hours preceding and 4 hours following that time	0.17
2	Tankers and bulk carriers	For time at berth justified by operational or commercial needs and the first 12 hours preceding and 4 hours following that time	0.34
3	Other ships	For time at berth justified by operational or commercial needs and the first 12 hours preceding and 4 hours following that time	0.47

2. Wharfage for all types of Regular Line vessels and ferries entering the port:

- a. at least 8 times a week amounts to 45%,
- b. at least 6 times a week amounts to 50%,
- c. at least 4 times a week amounts to 55%,
- d. 3 times a week amounts to 65%,
- e. 2 times a week amounts to 70%,
- f. 1 time a week amounts to 75%,
- g. less frequently than once a week, but no less frequently than twice a month amounts to 80%,
- h. at least once every 2 months amounts to 90 %

of the relevant fee rate specified in clause 1.

3. The amount of wharfage specified in § 6 clause 2 is calculated separately for individual types of Regular Line vessels specified in § 2 clause 2.
4. If a ship loading/unloading cargo uses, during its stay at the port, a quay or jetty which belongs to the Port of Gdansk Authority SA and other owners, wharfage collected by

the Port of Gdansk Authority SA amounts to 50% of the relevant fee rate specified in clause 1.

5. For newbuildings of seagoing ships and hulls leaving the port and entering the 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 at the port is limited only to time necessary to perform the above, wharfage amounts to 25% of the relevant fee rate specified in clause 1.
6. For seagoing ships entering the port solely for demurrage with no involvement in commercial activity, the fees amount to 50% of the relevant rate specified in clause 1.
7. Berthing after the period of using the quay 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 also includes the terms and conditions of demurrage.

§7.

1. Wharfage for harbour and inland navigation vessels, as well as fishing cutters and fishing boats for the use of a quay or jetty amounts to (per 1 GT):

Item	Vessel type	Fee (PLN/1 GT)
1	Pusher tugs and tugs	0.26
2	Barges, scow, and pontoon – no propulsion	0.04
3	Barges and scow with propulsion	0.13
4	Bunker tankers	0.13
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.13

2. Annual flat-rate wharfage is established to be charged to vessels permanently employed at the port and operating within the harbour and within the Gdansk Gulf. Annual flat-rate wharfage payment declarations and owner applications to establish the amount of the annual flat-rate wharfage for the 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 of 30. 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. Business partners initiating activity during the course of the year shall submit, 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 submitting the declaration to the end of the calendar year. The same applies to business partners concluding their activity at 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 business partner applying for the refund or a declaration of the business partner to that effect.

4. Ships not listed in clause 2 settle wharfage in a 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 a quay 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 also includes the terms and conditions of demurrage.

§8

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

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

§ 9

1. Passenger fee collected for passengers embarking and disembarking:

Item	Vessel type	Fee (PLN/1 passenger)
1	Ferries and passenger-cargo ships	2.77
2	Passenger ships and other seagoing ships	4.68
3	Harbour and inland navigation vessels in domestic traffic	0.00

2. Passenger fees 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 fees for passengers making a round journey are collected once.
4. Passenger fees for seagoing ships cruising up to 80 sea miles amount to 20% of the relevant fee rate specified in clause 1 item. 2 in the Table.

§10

Pursuant to the recommendations of the International Labour Organisation (ILO) No. 138, the Port of Gdansk Authority SA collects fees for the social and cultural fund for sailors, amounting to PLN 0,02/1 GT. One-off fees cannot exceed PLN 297.88.

§11

The Fees shall be subject to indexation at the end of each calendar year by the annual average increase of the consumer price index published by the President of the Polish Central Statistical Office for the preceding year only if the index value is above 100. Fee changes on account of indexation shall not amend the provisions of the Tariff. The fees subject to indexation as described above shall apply as of 1 April of each calendar year.

§12

Special provisions:

1. General cargo vessels carrying solely containers are charged like container vessels.
2. One-off tonnage dues and wharfage are collected for seagoing ships leaving for the roadstead between loading and/or unloading activity.
3. Annual fees following the terms specified in §4 and §7 also apply to seagoing ships operating solely in the Gdansk Gulf.
4. For the performance of technical tests in the sea basins of the Port of Gdansk Authority SA, a fee has been introduced, at an amount of PLN 2,127.70 per each test.
5. In exceptional cases, the Port of Gdansk Authority SA may at its own discretion levy, upon justified request filed by the owner or agent, a different rate of port fees than that specified in the Tariff for the Services of the Port of Gdansk Authority SA, or offer other economically justified discounts not provided for in the Tariff.

6. In the case of a violation of the provisions provided for in § 2 clauses 1a) and b), the provisions of § 3 clause 2 and § 6 clause 2 shall not apply to vessel entries to the port for the next 2 (two) months.
7. 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 fees specified in §3 clause 2 and §6 clause 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.
8. The tariff becomes effective as of 31 July 2019.