

Tariff for the Services of the Port of Gdansk Authority SA

Tariff adopted 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, the decision of 21 March 2017, Resolution No. 488/2018 of 28 November 2018 of the Management Board of the Port of Gdansk Authority SA, as well as Resolution No. 43/2020 of 23 January 2020 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 provisions of the Act of 20 December 1996 on ports and sea harbours (i.e. 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 43.53, the infrastructure user shall be obliged to pay the amount of PLN 43.53.
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 § 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 of the ship,
- IMO number,
- type of ship and ship dimensions (total length, maximum breadth, draught on entry to port, draught per summer waterline),
- gross tonnage, net tonnage, and DWT,
- shipowner'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 entry to port,
- 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 the shipowner's 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 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, along with Protocol of 1978 referring to the convention, adopted in London on 17 February 1978 (Journal of Laws of 1987 no. 17, item 101), and additional Protocol of 1997 adopted in London on 26 September 1997 (Journal of Laws of 2016, item 761), called the MARPOL Convention.
 - b) For "open top" container ships, 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 MSC.234(82);
 - c) The maximum basis for calculating fees for passenger ships with a gross tonnage (GT) of at least 60,000 units is established.
 - d) The maximum basis for calculating fees for ocean-going container vessels with a gross tonnage (GT) of at least 82,000 units is established.
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 m^3 according to the formula stipulating that $1\text{ GT} = 1\text{ m}^3$ 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 m^3 according to the formula stipulating that $1\text{ GT} = 0.25\text{ m}^3$ 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	0.75
2	General cargo vessels	2.08
3	Reefer vessels	2.30
4	Container vessels	1.07
5	"Ro-Ro" ships	0.95
6	Bulk carriers with a gross tonnage (GT) up to 38,000 units	2.30
7	Bulk carriers with a gross tonnage (GT) above 38,000 units	2.40
8	Passenger ships	0.61
9	Ferries	0.45
10	Passenger-cargo ships	0.45
11	Tankers with a gross tonnage (GT) up to 38,000 units / gas carriers with a gross tonnage (GT) up to 38,000 units	2.70
12	Tankers with a gross tonnage (GT) above 38,000 units / gas carriers with a gross tonnage (GT) above 38,000 units	2.91
13	Towing and pushing vessels	2.14
14	Other seagoing ships	2.08

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 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 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 90%,
 - b) for 4-5 calls, the dues amount to 70%,
 - c) for 6 calls and more, the dues amount to 60%

– 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, or providing services for a third party against remuneration, 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

Definitions:

“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, and 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	1.74
2	Barges, scow, and pontoon – no propulsion	0.14
3	Barges and scow with propulsion	0.44
4	Bunker tankers	0.44
5	Fishing cutters and fishing boats	0.00
6	Other vessels	0.44

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 § 4.2 are determined by multiplying the lump rates referred to in § 4.1 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:

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

k)	harbour and inland navigation vessels – repair, conversion, dismantling, scrapping	
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The ships listed in § 5 above shall 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	0.18
2	Tankers, bulk carriers, gas carriers	For time at berth justified by operational or commercial needs and the first 12 hours preceding and 4 hours following that time	0.36
3	Other vessels	For time at berth justified by operational or commercial needs and the first 12 hours preceding and 4 hours following that time	0.49

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	0.27
2	Barges, scow, and pontoon – no propulsion	0.05
3	Barges and scow with propulsion	0.14
4	Bunker tankers	0.14
5	Fishing cutters and fishing boats	0.00
6	Other vessels	0.14

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 § 7.2 is determined by multiplying the lump rates referred to in § 7.1 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	
b)	obtaining medical aid for crew member or passenger	
c)	official courtesy visits	
d)	icebreakers	
e)	training ships	
f)	sport vessels	
g)	hydrographic vessels	
h)	sport and recreational yachts	
i)	any vessel less than 6 metres in length	
j)	harbour and inland navigation vessels – bunkering fuel, replenishing of stores or equipment	
k)	harbour and inland navigation vessels – repair, conversion	

§ 9

1. Passenger fee collected for passengers embarking and disembarking:

Item	Vessel type	Fee (PLN/1 passenger)
1	Ferries and passenger-cargo ships	3.10
2	Passenger ships and other seagoing ships	4.81
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 or departure 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 recommendation of the International Labour Organisation (ILO) No. 138 of 1970 regarding social and cultural facilities for sailors at ports and at sea, 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 304.73.

§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. 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 terms specified in § 4 and § 7 also apply to seagoing ships operating solely in the Gdansk Gulf.
4. In the case of vessels entering the Port of Gdansk from outside the region of the Gdansk Gulf and/or departing from the Port of Gdansk outside the region of the Gdansk Gulf, port fees are calculated in accordance with the provisions of § 3 and § 6.
5. 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 2.176,64 per each test.

6. 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.
7. 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.
8. Should a shipowner 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 shipowner or its agent.
9. The tariff becomes effective as of 1 April 2020.

Demurrage Fees of the Port of Gdansk Authority SA

This price list, specifying the terms and conditions of ship demurrage at the port and ship demurrage fees, was adopted by Resolution No. 151/2014 of 30 April 2014 of the Management Board, amended by the decision of the Management Board of 21 March 2017, Resolution No. 488/2018 of 28 November 2018 of the Management Board, and Resolution No. 43/2020 of 23 January 2020 of the Management Board.

§1

1. Demurrage fees specified in this price list shall be levied on:
 - a. ships entering the port solely for demurrage as stated in the written notification of arrival submitted to the Port's Chief Dispatcher;
 - b. seagoing, harbour, and inland navigation ships using a quay or jetty after the lapse of 12 hours from mooring before the commencement of operational or commercial activity;
 - c. seagoing, harbour, and inland navigation ships using a quay or jetty after the lapse of 4 hours from the completion of operational or commercial activity.
2. The demurrage fee shall be levied per running metre (rm) of the ship's length for each started day of demurrage as a net rate given in PLN.
3. In order to ensure correct calculation of the demurrage fee, each vessel entering the port shall submit to the Port's Chief Dispatcher a written notification of arrival or departure according to the provisions of the "Tariff for the Services of the Port of Gdansk Authority SA".
4. In order to ensure correct calculation of the ship's demurrage time, the ship's representative shall submit to the Port's Chief Dispatcher a "Statement of Facts" confirmed by each of the parties, i.e. the transshipment operator and the vessel's master.
5. At each time after the notification of arrival has been submitted by the shipowner or its representative/agent, the terms and conditions of demurrage and the place of demurrage shall be determined by the Port's Chief Dispatcher.
6. The basis for determining the demurrage fee 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 the shipowner's representative/agent.
7. In case of disputes, ship data in Lloyd's Shipping Register shall apply.

§2

The demurrage fee for seagoing, harbour, and inland navigation ships moored at the port's quays, except for ships to which the provisions of §3 of this price list apply, shall be calculated based on the following rates and per running metre of the ship's length:

Item	Vessel type	Time of using port infrastructure	Fee (PLN/1 rm/day)
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1	Ferries and passenger-cargo ships, "Ro-Ro" ships, car carriers, passenger ships	For time at berth after the lapse of 12 hours from mooring before the commencement of operational or commercial activity and after the lapse of 4 hours from the completion of the above-mentioned activity	15
2	Tankers, bulk carriers, gas carriers	For time at berth after the lapse of 12 hours from mooring before the commencement of operational or commercial activity and after the lapse of 4 hours from the completion of the above-mentioned activity	14
3	Other vessels	For time at berth after the lapse of 12 hours from mooring before the commencement of operational or commercial activity and after the lapse of 4 hours from the completion of the above-mentioned activity	12
4	All types of ships in accordance with §1 item 1a	For time at berth from the moment of mooring to port infrastructure until the moment of unmooring from port infrastructure	16

§3

The terms and conditions of demurrage exceeding 5 days shall be specified in a separate agreement between the Port of Gdansk Authority SA and the shipowner or its representative/agent.

§4

The Port of Gdansk Authority SA shall not charge any demurrage fees for vessels exempt from port fees pursuant to separate regulations, in particular the provisions of the Act on Ports and Sea Harbours.

§5

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.

This tariff becomes effective as of 1 April 2020. This price list of demurrage fees becomes effective as of 1 April 2020.

Types of vessel-generated waste accepted by the port reception facilities

The Port of Gdansk Authority SA ensures reception of the following types of waste generated during sea vessel operation:

- waste oils and their mixtures in compliance with Annex I to MARPOL 73/78,
- solid waste in compliance with Annex V to MARPOL 73/78,
- sewage in compliance with Annex IV to MARPOL 73/78,
- exhaust cleaning residues in compliance with Annex VI to MARPOL 73/78.

WASTE OILS AND THEIR MIXTURES

Waste listed in Annex I to the MARPOL 73/78 Convention – waste oils and their mixtures:

- sludge,
- bilge water,
- others, i.e. oily cleaning materials, oily cloths, oil and fuel filters.

Reception conditions:

A sea vessel disposing of waste oils at the Port of Gdansk shall comply with the following conditions:

- the delivery joint used for disposal of bilge water shall comply with the requirements stipulated in Rule 19 of Annex I to the MARPOL 73/78 Convention,
- on-board pump delivery shall not be lower than 7.5 m³/h,
- hydrogen ion exponent of bilge water shall be within the range of pH 6.5-9,
- waste oils must be heated to the temperature level required for efficient reception, no higher, however, than 60°C,
- solid waste oils shall be packed in marked bags or non-returnable containers.

The master of the ship or an agent acting on behalf thereof shall inform the port, before the vessel's entry into the Port of Gdansk, about the waste and residues for disposal at the port reception facilities using the Polish Harbour Information and Control System (PHICS). The master or agent of the ship is responsible for the correctness and accuracy of the data entered in the PHICS form insofar as the type, quantity, and content of waste on board the ship is concerned:

- at least 24 hours in advance of the vessel's entry to the port,
- immediately upon the ship captain's receipt of the information determining the port of destination, if it is not available 24 hours in advance of arrival at the port,
- at the latest at the time of departure from the last port, if the time of voyage to the port of destination is shorter than 24 hours.

Port reception facilities

- Reception of bilge water and sludge from land shall be effected by means of marked tank-carrying vehicles parked alongside the vessel.
- Reception of bilge water and sludge from sea shall be effected by means of a marked barge.
- Reception of solid waste oils shall be effected directly from the vessel onto a marked vehicle parked alongside the vessel.

Provided that the vessel complies with the conditions stipulated above, the Port of Gdansk Authority SA ensures the reception of the following amounts of waste oils and their mixtures, included within the tonnage due:

Source of waste	Unit	Location of the last port of call		
		Baltic Sea	North Sea	Other sea basins
All vessels	[m ³]	3.0*	7.0*	12.0*

* The amount of waste oils from the “others” group shall not exceed **0.5 m³**.

The fees for surplus amounts of waste oils and their mixtures exceeding the quota determined in the above table were set out in a table below.

SOLID WASTE

Waste listed in Annex V to the MARPOL 73/78 Convention including the implementation guidelines of this Annex – solid waste:

Reception conditions:

- Solid waste disposed of by sea vessels at the Port of Gdansk shall be segregated into categories specified in Annex V to MARPOL 73/78 and placed in labelled bags or non-returnable containers.

MARPOL label	type of waste
A	Plastics
B	Food wastes
C	Domestic wastes
D	Cooking oil
E	Incinerator ashes
F	Operational wastes
G*	Cargo residues
H	Animal carcasses
I	Fishing gear

* the recipient of cargo shall be responsible for the reception of cargo residues and shall cover the cost of such reception – according to the procedure presented below

The master of the ship or an agent acting on behalf thereof shall inform the port, before the vessel’s entry into the Port of Gdansk, about the waste and residues for disposal at the port reception facilities using the Polish Harbour Information and Control System (PHICS). The master or agent of the ship is responsible for the correctness and accuracy of the data entered in the PHICS form insofar as the type, quantity, and content of waste on board the ship is concerned:

- at least 24 hours in advance of the vessel’s entry to the port,
- immediately upon the ship captain’s receipt of the information determining the port of destination, if it is not available 24 hours in advance of arrival at the port,

- at the latest at the time of departure from the last port, if the time of voyage to the port of destination is shorter than 24 hours.

Port reception facilities

Reception of solid waste shall be effected directly from the vessel onto a marked vehicle parked alongside the vessel.

Provided that the vessel complies with the conditions stipulated above, the Port of Gdansk Authority SA ensures the reception of the following amounts of solid waste, included within the tonnage due:

Source of waste	Unit	Amount of waste		
Ferries and passenger ships	[m ³]	1/3 of the delivered waste		
		Location of the last port of call		
Other vessels	[m ³]	Baltic Sea	North Sea	Other sea basins
		0.5	0.6	0.7

The fees for surplus amounts of solid waste exceeding the quota determined in the above table were set out in a table below.

Cargo residue reception conditions:

In accordance with the Act on port facilities for the reception of vessel-generated waste and cargo residues, the recipient of cargo shall be responsible for the reception of cargo residues from ships and shall cover the cost of such reception. The recipient of cargo shall be fully responsible for the legal and financial aspects of the reception of cargo residues from ships. The company handling the reception of cargo residues shall comply with the following conditions:

- hold a permission to receive, transport, and process hazardous waste or waste other than hazardous waste or its business activity shall be entered into the register kept by the marshal of the voivodeship pursuant to the provisions of the Act on waste of 14 December 2012 (Dz. U./Journal of Laws of 2013, item 21),
- be listed as a provider of such services on the premises owned by the PGA SA.

Companies shall be permitted to provide cargo residue reception services on the premises of the Port of Gdansk after prior submission of the documents listed in item 1 herein to the Environmental Protection Department at the PGA SA. Upon positive assessment of the submitted documents, the company will be entered in the “Register of companies providing reception services of cargo residues from ships on the premises of PGA SA”, which is regularly updated and available herein. Companies providing cargo residue reception services shall submit to the PGA SA’s Environmental Protection Team quarterly reports regarding the type and quantity of cargo residues received from seagoing vessels at the Port of Gdansk. Failure to comply with the aforementioned conditions shall result in removing the company from the said register.

The recipient of cargo residues shall conduct its business activity at its own cost and risk, taking account of all the requirements stipulated by the applicable provisions of the law, in particular the regulations regarding the transport of waste. Moreover, the recipient shall be held responsible for any possible damage to the environment arising from incorrect or improper reception of cargo residues from ships.

SEWAGE

Waste listed in Annex IV to the MARPOL 73/78 Convention – sewage.

Reception conditions:

A sea vessel disposing of sewage at the Port of Gdansk shall comply with the following conditions:

- the delivery joint used for the disposal of sewage shall comply with the requirements stipulated in Rule 11 of Annex IV to the MARPOL 73/78 Convention,
- on-board pump delivery shall not be lower than 7.5 m³/h.

The master of the ship or an agent acting on behalf thereof shall inform the port, before the vessel's entry into the Port of Gdansk, about the waste and residues for disposal at the port reception facilities using the Polish Harbour Information and Control System (PHICS). The master or agent of the ship is responsible for the correctness and accuracy of the data entered in the PHICS form insofar as the type, quantity, and content of waste on board the ship is concerned:

- at least 24 hours in advance of the vessel's entry to the port,
- immediately upon the ship captain's receipt of the information determining the port of destination, if it is not available 24 hours in advance of arrival at the port,
- at the latest at the time of departure from the last port, if the time of voyage to the port of destination is shorter than 24 hours.

Port reception facilities

Reception of sewage from vessels shall be effected by means of marked waste removal vehicles parked alongside the vessel or via vessel sewage reception points.

Provided that the vessel complies with the conditions stipulated above, the Port of Gdansk Authority SA ensures the reception of the following amounts of sewage, included within the tonnage due:

Source of waste	Unit	Amount of waste		
Ferries and passenger ships	[m ³]	1/3 of the delivered waste		
Other vessels	[m ³]	Location of the last port of call		
		Baltic Sea	North Sea	Other sea basins
		3.0	6.0	7.0

The fees for surplus amounts of sewage exceeding the quota determined in the above table were set out in a table below.

EXHAUST CLEANING RESIDUES

Waste listed in Annex VI to MARPOL 73/78 – exhaust cleaning residues

Reception conditions:

A sea vessel disposing of exhaust cleaning residues at the Port of Gdansk shall comply with the following conditions:

- solid waste shall be placed in airtight and marked bags or non-returnable containers,
- sewage shall be placed in watertight non-returnable containers or, for larger quantities, conveyed “over the ship’s side” via ship pumps.

In the case of failure to comply with the above conditions, the PGA SA shall not ensure reception of exhaust cleaning residues.

The master of the ship or an agent acting on behalf thereof shall inform the port, before the vessel’s entry into the Port of Gdansk, about the waste and residues for disposal at the port reception facilities using the Polish Harbour Information and Control System (PHICS). The master or agent of the ship is responsible for the correctness and accuracy of the data entered in the PHICS form insofar as the type, quantity, and content of waste on board the ship is concerned:

- at least 24 hours in advance of the vessel’s entry to the port,
- immediately upon the ship captain’s receipt of the information determining the port of destination, if it is not available 24 hours in advance of arrival at the port,
- at the latest at the time of departure from the last port, if the time of voyage to the port of destination is shorter than 24 hours.

Port reception facilities

- Reception of liquid waste from ships shall be effected by means of marked vehicles parked alongside the vessel.
- Reception of solid waste shall be effected directly from the vessel onto a marked vehicle parked alongside the vessel.

The PGA SA shall not ensure reception of exhaust cleaning residues within the tonnage due. The costs of reception of the above-mentioned waste shall be borne by the shipowner. Unit prices for the reception of waste shall be determined based on the nature and type of waste.

The table below sets out the fees levied by the Port of Gdansk for the reception of the above-mentioned waste from vessels complying with the aforementioned conditions, and for reception in special conditions.

Surcharge and special charge tariffs levied by the Port of Gdansk Authority SA

Item	Type of operation	Price in PLN
Waste oils and their mixtures		
1.	Reception of surplus amounts – in liquid form	91.42 / m³
2.	Reception of surplus amounts – in solid form	261.19 / m³
3.	Reception from vessels not complying with the reception conditions – in liquid form	130.60 / m³
4.	Reception from vessels not complying with the reception conditions – in solid form	304/73/ m³
Solid waste		
5.	Reception of surplus amounts	104.48 / m³
6.	Reception from vessels not complying with the reception conditions	156.71 / m³
Sewage		
7.	Reception of surplus amounts	43.53 / m³
8.	Reception from vessels not complying with the reception conditions	65.30 / m³
Exhaust cleaning residues		
9.	Reception of solid waste	1,088.32 / Mg
10.	Reception of liquid waste	117.54 / Mg
Other special fees		
11.	Reception on Sundays and bank holidays – an extra charge on quantities collected within the tonnage due	34.82 / m³
12.	Reception on Sundays and bank holidays – an extra charge on quantities collected in special conditions and on surplus quantities (an extra charge on top of the basic fee specified in items 1-6)	52.23 / m³
13.*	Vessel's lack of readiness to discharge waste – an additional charge shall be levied per each commenced hour of delay	348.26 / h
14.	Sewage disinfection – a surcharge	43.53 / m³

* The vessel shall be rendered as lacking in readiness for waste discharge also in the case of cancellation – after entering the data on the waste discharged in the PHICS form – of waste reception services ordered in line with the applicable waste reception procedure and recorded in the waste reception sheet as one hour waiting time. The shipowner shall not be levied with the above-mentioned charges in the case of cancellation of waste reception services made at the time of determining the precise time of waste reception from the vessel between the recipient of waste and the master of the ship or its agent.

Please note: In the case of a request for waste disposal at the Port of Gdansk failing to comply with the applicable “Waste Reception Procedure”, the service shall be provided at the rates specified for the reception from vessels not complying with the reception conditions.

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. The tariff becomes effective as of 1 April 2020.

Water supply to vessels

The Port of Gdansk Authority SA ensures reception of the following types of waste generated during sea vessel operation:

In order to gain access to potable water, the ship master or agent of a vessel entering the Port of Gdansk shall use the following procedure:

- contact the water supply operator by phone at +48 58 737 67 81 in order to inform them about the demand for water supply and determine the place where water is supplied at the port;
- draw up, together with the water supplier, a protocol including:
 - the payer's details (name of the company or natural person, address, Tax ID No./NIP, National Court Register No./KRS),
 - the amount of water supplied to the vessel.

For the calculation of the cost of water supplied to vessels, the following rates shall apply:

- for commercial vessels – net PLN 12.41 / m³
- for passenger ships – net PLN 7.62 / m³

The minimum fee for potable water is the amount charged per 5 m³ or 5 tonnes of water.

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 terms of calculating the cost of water supplied to vessels. The fees subject to indexation as described above shall apply as of 1 April of each calendar year.

The price list becomes effective as of 1 April 2020.