

## **Tariff of Port Fees of Port of Gdańsk Authority SA**

The tariff was adopted by Resolution no. 26/2014 of 29 January 2014 of the Management Board of PGA SA, amended by Resolution no. 22/2016 of 20 January 2016 of the Management Board of PGA SA, by the decision of the Management Board of PGA SA of 13 December 2016, the decision of 21 March 2017, Resolution no. 488/2018 of 28 November 2018 of the Management Board of PGA SA, Resolution no. 43/2020 of 23 January 2020, Resolution no. 26/2021 of 27 January 2021 of the Management Board of PGA SA, Resolution no. 153/2021 of 9 April 2021 of the Management Board of PGA SA and Resolution no. 31/2022 of 24 January 2022 of the Management Board of PGA SA.

This Tariff specifies port fees for the use of port infrastructure, established and collected by Port of Gdańsk Authority SA pursuant to the provisions of the Act of 20/12/1996 on ports and sea harbours (consolidated text Dz.U of 2021, item 491).

### **§1**

1. Tariff rates are net amounts expressed in PLN.
2. Payments resulting from this Tariff are governed by the applicable provisions of the law of the Republic of Poland.
3. If the total amount of the port fees due according to this Tariff for one ship call should be lower than PLN 47.31, the infrastructure user shall pay the amount of PLN 47.31.
4. In order to correctly calculate the port fees, each ship entering the port is obliged to deliver to the Port's Chief Dispatcher a written notification of arrival at or departure from the port (except for ships subject to §4(2) and (3) and §7(2) and (3)). Electronic notifications of arrival or departure can be made by e-mail at: [glowny.dyspozytor@portgdansk.pl](mailto:glowny.dyspozytor@portgdansk.pl) or by fax to: +48 58 737 63 76. The notification should include the following information:
  - ship name,
  - IMO number,
  - ship type and dimensions (total length, maximum width, draft at the port entrance, summer freeboard mark),
  - ship's GT, NT and DWT,
  - shipowner's name, agent's name, their address and other contact details (telephone number, e-mail address),
  - name of the previous and next port of call,
  - brief description of cargo: quantity and type,
  - number of passengers,
  - names of quays or berths where the ship will dock during its stay in the port,
  - purpose of entering the port,
  - payer details.

It is allowed to report the entry or exit of ships and provide information on ship handling at the Port of Gdańsk in electronic form by providing relevant information via PCS-MM. Port of Gdańsk Authority SA will inform in a separate announcement about the

planned change of the Tariff introducing the obligatory use of the PCS-MM platform for reporting the entry or exit of ships and the handling of ships at the Port of Gdańsk; this change will not introduce new port fees to the Tariff or change the existing port fees.

Seagoing ships are additionally obliged to provide information on any waste on board. The information should be provided via the Polish Harbour Information and Control System (PHICS).

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

5. The basis for establishing port fees calculated according to the GT is the relevant valid International Tonnage Certificate or a valid ship safety certificate to be delivered to Port of Gdańsk Authority SA by the ship's captain or the shipowner's representative - agent.
  - a) For double bottom tankers or tankers with segregated ballast tanks, the basis for establishing port fees is the gross tonnage (GT) less the volume of the double bottom or segregated ballast tanks, as specified in:
    - recognised certificate,
    - International Tonnage Certificate which, under the column "Remarks", contains an entry in accordance with IMO Resolution A.747(18), provided that the double bottom meets the requirements of Regulation 13 F of Annex I to Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships, 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 adopted in London on 26 September 1997 (Dz. U. of 2005 No. 202, item 1679), referred to as the MARPOL Convention.
  - b) For "open top" container ships, the basis for establishing port fees is the reduced gross tonnage (GT) specified in:
    - recognised certificate,
    - International Tonnage Certificate (1969) which, under the column "Remarks", contains an entry in accordance with IMO Resolution MSC.234(82).
  - c) The maximum basis is determined for calculating fees for passenger ships with a gross tonnage (GT) of at least 60,000 units.
  - d) The maximum basis is determined for calculating fees for ocean-going container ships with a gross tonnage (GT) of at least 120,000 units.
6. For ships holding a tonnage certificate specifying gross register tonnage (GRT), it is assumed that 1 GRT = 1 GT for fee purposes.
7. If the Tonnage Certificate indicates a different ship tonnage or the ship has two tonnage certificates, the higher tonnage is the basis for calculating the fees.
8. If it is impossible to determine the gross tonnage (GT) for:

- a) a seagoing ship – the fee is charged based on the ship's gross volume (V) resulting from the product of her total length (L), maximum breadth (B), and the summer freeboard mark (D), rounded up to a full cubic metre as per the formula indicating that 1 GT = 1 m<sup>3</sup> of gross volume V,
  - b) harbour and inland navigation vessels – the fee is charged based on the ship's gross volume (V) resulting from the product of her total length (L), maximum breadth (B), and moulded depth (H), rounded up to a full m<sup>3</sup> according to the formula indicating that 1 GT = 0.25 m<sup>3</sup> of gross volume V.
9. In the case of ships leaving the shipyard after a 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 cases of dispute, the ship's data in Lloyd's Shipping Register is valid.

## §2

The terms used in this Tariff have the following meanings:

1. "Regular Line" – a shipping line between the Port of Gdańsk and Polish or foreign ports registered in writing by the owner or agent and accepted by Port of Gdańsk Authority SA in an agreement made between the registrant and Port of Gdańsk Authority SA, except for the ship's arrivals or departures to/from the port involving the shipment of full-ship cargo, if the shipment is done under the terms of a charter contract. Port of Gdańsk Authority SA has the right to request the registrant at any time to provide additional information in writing, whereas the registrant is obliged to provide relevant information, or otherwise Port of Gdańsk Authority SA may refuse or cancel its approval.  
A Regular Line should also meet the following conditions:
  - a) The ship enters the port at least once every 2 months,
  - b) The obligation to provide, by the 25th day of each month or the last working day preceding the 25th day of the month if that day is 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. There are two types of Regular Lines at the Port of Gdańsk, depending on the geographical area of sailing:
  - a) ocean-going – where in addition to calls at the Port of Gdańsk the ship navigates outside European ports, the Black Sea ports, outside the ports of the African and Asian coasts of the Mediterranean Sea, and outside the territory of Morocco.
  - b) other – where in addition to calls at the Port of Gdańsk the ship navigates within European ports, the Black Sea ports, the African and Asian coasts of the Mediterranean Sea, including the territory of Morocco.
3. "International Tonnage Certificate" – tonnage certificate issued under the International Convention on Tonnage Measurement of Ships adopted in London on 23 June 1969 (Dz. U. of 1983 No. 56, item 247) or other international agreement to the extent to which the Republic of Poland is a party thereto.

4. "Recognised Certificate" – International Oil Pollution Prevention Certificate – IOPP, issued by the maritime administration relevant to the ship's flag, stating that the vessel has a double bottom or segregated ballast tanks.
5. "Week" – the period starting on Monday at 00:01 and ending next Sunday at 24:00.
6. "Month" – 30 consecutive days.
7. "Gdańsk Bay" – within the meaning of this Tariff, the water basin limited by the line connecting the Hel Peninsula with the point marking the Polish-Russian state border, including all ports therein.
8. "Ocean-going container vessel" – a container vessel that navigates outside European ports, the Black Sea ports, the African and Asian coasts of the Mediterranean Sea, and outside the territory of Morocco.
9. "Open Top" – an open-top container ship, i.e. a ship designed to transport containers, with a "U" letter cross-section and the total surface area in the clear opening of the cargo hatches of at least 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 side superstructures without hatch covers on the upper deck or a complete deck above the line of maximum draught.
10. "Commercial activities" – activities related to the handling of cargo under a contract of carriage, declared in typical declaration documents required by local authorities at check-in or check-out. Typical cargo handling at the port infrastructure should be understood as loading and unloading (stowage, trimmer) – moving cargo from the ship's side to its interior or vice versa, including the securing or release of cargo.
11. "Operating activities" – activities related to the requirements of the necessary procedures aimed at obtaining a permit from state authorities and external institutions (including: Harbour Master's Office, Border Guard, Customs Office, Sanitary and Epidemiological Station) to begin works related to cargo handling under a contract of carriage and, after completion of these operations, to be allowed to leave the port.
12. "Ships permanently employed at the port" – ships operated at the Port of Gdańsk or in the Gdańsk Bay region.
13. PCS – Port Community System – an integrated digital system for safe and intelligent information exchange in the field of logistics and handling of ships and goods, including goods transported in containers, to support and coordinate the use of port infrastructure and increase the efficiency of cargo turnover.
14. PCS-MM – means a brokerage module that is part of the PCS, intended for the exchange of information in electronic form in relation to the reporting of entry or exit of ships and the handling of ships at the Port of Gdańsk.

### §3

1. The tonnage fee for seagoing ships for entering the port and departure from the port, transit through the port area, and assurance of ship waste collection is set according to the following rates per 1 GT:

No.	Ship type and size	Fee (PLN/1 GT)

1	Car carriers	0.95
2	General cargo vessels	2.50
3	Reefer vessels	2.75
4	Container vessels	1.22
5	“Ro-Ro” vessels	1.25
6	Bulk carriers with a gross tonnage (GT) up to 38,000 units	2.80
(7).	Bulk carriers with a gross tonnage (GT) above 38,000 units	2.95
8	Passenger ships	0.80
9	Ferries	0.55
10	Passenger and cargo ships	0.55
11	Tankers with a gross tonnage (GT) up to 38,000 units / gas carriers with a gross tonnage (GT) up to 38,000 units	3.30
12	Tankers with a gross tonnage (GT) above 38,000 units / gas carriers with a gross tonnage (GT) above 38,000 units	3.50
13	Pushing and towing vessels	2.55
14	Other seagoing vessels	2.50

2. The amount of the tonnage fee for all Regular Line ships and ferries entering the port:
  - a. at least 8 times a week: 45%,
  - b. at least 6 times a week: 50%,
  - c. at least 4 times a week: 55%,
  - d. 3 times a week: 65%,
  - e. 2 times a week: 70%,
  - f. once a week: 75%,
  - g. less frequently than once a week, but at least twice a month: 80%,
  - h. at least once every 2 months: 90%,
of the relevant fee rate set out in par. 1.
3. The amount of the tonnage fee specified in §3(2) is calculated separately for various types of Regular Line specified in §2(2).

4. The tonnage fee for passenger ships entering the Port of Gdańsk depends on the number of calls per calendar year:
  - a. for 2 to 3 calls, the fee is 90%,
  - b. for 4 to 5 calls, the fee is 70%,
  - c. for 6 or more calls, the fee is 60%,
 of the relevant fee rate set out in par. 1.
5. For newly constructed seagoing ships and hulls leaving the port or shipyard and entering the port or shipyard for the purpose of repair, conversion, dismantling, scrapping, towing power tests or bunkering fuel, replenishing of provisions or equipment, with no involvement in commercial activities, if their stay at the port or shipyard is limited only to the time necessary to perform the above activities, the fee is 50% of the relevant fee rate set out in par 1. Otherwise, the full tonnage fee is to be paid by the ship.
6. For vessels staying in the roadstead for loading or unloading cargo there or for passenger clearance, or providing services for a third party for payment, the fee is 50% of the fee rate set out in par. 1.
7. For seagoing vessels entering the port solely for ship's stay with no involvement in commercial activities, the fee is 50% of the relevant rate set out in par. 1.
8. For ships passing in transit through the port area with no involvement in commercial activities, the fee is charged for one-way passage and amounts to 25% of the relevant fee rate set out in par. 1.
9. The tonnage fee rates set out in par. 1 include a fee for the collection of waste from ships. The tonnage fee of Port of Gdańsk Authority SA ensures the collection of waste according to the set standards, which are presented in the table below, depending on the last port of call, subject to par. 9, and on meeting the specific conditions in accordance with the Information on the procedure and means of sea vessel-generated waste collection at the Port of Gdańsk.

Type of waste	Unit	Location of last port of call:		
		Baltic Sea	North Sea	other basins
waste oils and their mixtures	m <sup>3</sup>	3.0	7.0	12.0
solid waste	m <sup>3</sup>	0.5	0.6	0.7
sewage	m <sup>3</sup>	3.0	6.0	7.0

Definitions of terms:

“waste oils and their mixtures” – mean 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 implementation guidelines: 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 fee covers 1/3 of the discharged solid waste and sewage.
11. Detailed conditions and procedures for waste collection are specified in the Information on the procedure and means of sea vessel-generated waste collection at the Port of Gdańsk, available at [www.portgdansk.pl](http://www.portgdansk.pl) or from the Port’s Chief Dispatcher.

#### §4

1. The following tonnage fees for harbour and inland navigation vessels, fishing cutters and fishing boats for the arrival and departure to/from the port are set per 1 GT:

No.	Type of ship	Fee (PLN/1 GT)
1	Tugs and pushers	1.90
2	Barges, scows, and pontoons – not propelled	0.16
3	Propelled barges and scows	0.48
4	Bunker tankers	0.48
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.48

2. An annual flat-rate tonnage fee is set and charged to ships permanently employed at the port and navigating within the port and within the Gdańsk Bay. Annual flat-rate tonnage fee payment declarations and notification of ships by the shipowner to determine the amount of the annual flat-rate tonnage fee for the given calendar year should be submitted to Port of Gdańsk Authority SA by 15 January of the calendar year to which the fees apply to at the latest. The time limit set out in the previous sentence cannot be extended or reinstated.
3. The annual flat-rate tonnage fee referred to in §4(2) is determined by multiplying the one-off fee rate referred to in §4(1) by the coefficient of 30. The annual flat-rate tonnage fee can be paid in a maximum of two equal instalments payable by the end of the first and third quarters of a given calendar year. Business partners initiating an activity during

the course of the calendar year must submit, within one month of initiating the activity, annual flat-rate tonnage fee payment declarations and settle the annual flat-rate tonnage fee proportionally to the remaining number of full months in the given calendar year, counting from the date of submitting the declaration to the end of the calendar year. The same applies to business partners ending their activity at the Port of Gdańsk during the course of the calendar year, who within 30 days of ending the activity submit to Port of Gdańsk Authority SA a request for a refund of the outstanding portion of the annual flat-rate tonnage fee, containing relevant documents confirming the end of the activity at the Port of Gdańsk by the business partner applying for the refund of the outstanding fee or a declaration by the business partner in this respect.

4. Ships not listed par. 2, pay one-off tonnage fees in accordance with par. 1.

### §5

Tonnage fee for ships entering the port for purposes other than commercial activities are as follows:

a)	refuge from bad weather	PLN 0.00;
b)	obtaining medical assistance for a sick crew member or passenger	
c)	making an official courtesy visit	
d)	icebreakers	
e)	training ships	
f)	sport ships	
g)	hydrographic vessels	
h)	sports and recreational yachts	
i)	any vessel less than 6 meters in length	
j)	harbour and inland navigation vessels – bunkering fuel, replenishing of provisions or equipment	
k)	harbour and inland navigation vessels – repair, conversion, dismantling, scrapping	

The ships listed in §5 pay the full waste collection costs.

### §6

1. The following wharfage for seagoing ships is charged per 1 GT for the use of a quay or harbour:



No.	Type of ship	Time of using the port infrastructure	Fee (PLN/1 GT)
1	Ferries and passenger-cargo ships, "Ro-Ro" ships, car carriers, passenger ships	For time at the quay justified by operating or commercial needs and for the first 12 hours preceding and 4 hours following that time	0.23
2	Tankers, bulk carriers, gas carriers	For time at the quay justified by operating or commercial needs and for the first 12 hours preceding and 4 hours following that time	0.45
3	Other ships	For time at the quay justified by operating or commercial needs and for the first 12 hours preceding and 4 hours following that time	0.62

2. The amount of the wharfage for all Regular Line ships and ferries entering the port:

- a. at least 8 times a week: 45%,
- b. at least 6 times a week: 50%,
- c. at least 4 times a week: 55%,
- d. 3 times a week: 65%,
- e. 2 times a week: 70%,
- f. once a week: 75%,
- g. less frequently than once a week, but at least twice a month: 80%,
- h. at least once every 2 months: 90%,

of the relevant fee rate set out in par. 1.

3. The amount of the wharfage specified in §6(2) is calculated separately for various types of Regular Line specified in §2(2).
4. If a ship performing loading/unloading operations, during its stay at the port, uses a quay or harbour which belongs to Port of Gdańsk Authority SA and other owners, the wharfage collected by Port of Gdańsk Authority SA is 50% of the relevant fee rate set out in par. 1.
5. For newly constructed seagoing ships and hulls leaving the port and entering the port for the purpose of repair, conversion, dismantling, scrapping, towing power tests or bunkering fuel, replenishing of provisions or equipment, with no involvement in

commercial activities, if their stay at the port is limited only to the time necessary to perform the above activities, the fee is 50% of the relevant fee rate set out in par 1.

6. For seagoing vessels entering the port solely for ship's stay with no involvement in commercial activities, the fee is 50% of the relevant rate set out in par. 1.
7. If the ship remains at the quay after the period of using the quay as specified in par. 1, it is treated as ship's stay for which Port of Gdańsk Authority SA charges a dockage fee, the amount and terms of which are specified in a separate price list.

## §7

1. The following wharfage for harbour and inland navigation vessels, fishing cutters and fishing boats is charged per 1 GT for the use of a quay or harbour:

No.	Type of ship	Fee (PLN/1 GT)
1	Tugs and pushers	0.30
2	Barges, scows, and pontoons – not propelled	0.06
3	Propelled barges and scows	0.16
4	Bunker tankers	0.16
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.16

2. The annual flat-rate wharfage is set to be charged to ships permanently employed at the port and navigating within the port and within the Gdańsk Bay. Annual flat-rate wharfage payment declarations and notification of ships by the shipowner to determine the amount of the annual flat-rate wharfage for the given calendar year should be submitted to Port of Gdańsk Authority SA by 15 January of the calendar year to which the fees apply to at the latest. The time limit set out in the previous sentence cannot be extended or reinstated.
3. The annual flat-rate wharfage referred to in §7(2) is determined by multiplying the one-off fee rate referred to in §7(1) by the coefficient of 30. The annual flat-rate wharfage can be paid in a maximum of two equal instalments payable by the end of the first and third quarters of a given calendar year. Business partners initiating an activity during the course of the calendar year must 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 calendar year, counting from the date of submitting the declaration to the end of the calendar year. The same applies to business partners ending their activity at the Port of Gdańsk during the course of the calendar year, who within 30 days of ending the activity submit to Port of Gdańsk Authority SA a request for a refund of the outstanding portion of the annual flat-rate wharfage, containing relevant documents confirming the end of the activity at

the Port of Gdańsk by the business partner applying for the refund of the outstanding fee or a declaration by the business partner in this respect.

4. Ships not listed par. 2, pay one-off wharfage in accordance with par. 1.
5. Annual flat-rate and one-off wharfage fees include the dues of the Port of Gdańsk Authority SA for berthing at a quay for up to four hours after completing operating or commercial activities. If the ship remains at the quay after that time, it is treated as ship's stay for which Port of Gdańsk Authority SA charges a dockage fee, the amount and terms of which are specified in a separate price list.

### §8

The wharfage for ships entering the port for purposes other than commercial activities is as follows:

a)	refuge from bad weather	PLN 0.00;
b)	obtaining medical assistance for a sick crew member or passenger	
c)	making an official courtesy visit	
d)	icebreakers	
e)	training ships	
f)	sport ships	
g)	hydrographic vessels	
h)	sports and recreational yachts	
i)	any vessel less than 6 meters in length	
j)	harbour and inland navigation vessels – bunkering fuel, replenishing of provisions or equipment	
k)	harbour and inland navigation vessels – repair or conversion	

### §9

1. Passenger fees collected for passengers embarking or disembarking are set as follows:

No.	Type of ship	Fee (PLN/1 passenger)

1	Ferries and passenger and cargo ships	3.60
2	Passenger ships and other seagoing ships	5.60
3	harbour and inland navigation vessels in domestic traffic	0.00

2. The amount of passenger fee is calculated on the basis of the number of passengers specified in the notification of arrival at or departure from the port, available in the Polish Harbour Information and Control System (PHICS).
3. Passenger fees for passengers making a round journey are collected only once.
4. Passenger fee for seagoing ships cruising up to 80 sea miles is 20% of the relevant fee rate set out in par. 1, No. 2 in the table.

### **§10**

1. The following railway fee for railway vehicles is set for the use of the port railway infrastructure managed by Port of Gdańsk Authority SA:

- PLN 0.00/ railway vehicle

- (2). The following road fee is set for the use of the roads and manoeuvring sites that are part of the port road infrastructure managed by Port of Gdańsk Authority SA:

- PLN 0.00/ road vehicle

### **§11**

Pursuant to the Recommendation No. 138 of the International Labour Organisation (ILO) of 1970 regarding social and cultural facilities for sailors at ports and at sea, Port of Gdańsk Authority SA collects fees for the social and cultural fund for sailors, amounting to PLN 0.02/1 GT. A single fee cannot exceed PLN 331.16.

### **§12**

The Fee amounts will 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 do not change the terms of the Tariff. The fees subject to indexation as described above will apply as of 1 April of each calendar year.

### **§13**

Special provisions:

1. General cargo vessels carrying solely containers are charged like container vessels.

2. One-off tonnage fee and wharfage is collected for seagoing ships leaving for the roadstead between loading and/or unloading operations.
3. Annual fees under the terms specified in §4 and §7 also apply to seagoing ships operating only in the Gdańsk Bay.
4. For vessels entering the Port of Gdańsk from outside the region of the Gdańsk Bay and/or departing from the Port of Gdańsk outside the region of the Gdańsk Bay, the port fees are calculated in accordance with §3 and §6.
5. For the performance of technical tests in the sea basins of PGA SA, a fee has been introduced in the amount of -PLN 2,365.43 per test.
6. In exceptional cases, at a justified request of a shipowner or agent, PGA SA may apply a different rate of port fees than that specified in the Tariff of Port Fees of PGA SA, or offer other economically justified discounts not resulting directly from the Tariff.
7. In the event of violation of the provisions of §2(1)(a) and (b) the provisions of §3(2) and §6(2) will not apply for ships entering the port within the next 2 (two) months.
8. If a shipowner or an agent representing it violates the conditions of payment for liner vessel calls specified by PGA SA in an invoice issued in this respect, PGA SA will have the right to suspend discounts on port fees specified in §3(2) and §6(2) until the payment arrears along with the interest due to PGA SA are settled by the shipowner or its agent.
9. This Tariff becomes effective as of 01 April 2022.

## **Price List for Dockage Fees of Port of Gdańsk Authority SA**

This Price List, specifying the terms of ship stays at the port and the ship dockage fees, was adopted by Resolution no. 151/2014 of the Management Board of 30 April 2014, amended by the decision of the Management Board of 21 March 2017, Resolution no. 488/2018 of the Management Board of 28 November 2018, Resolution no. 43/2020 of the Management Board of 23 January 2020, Resolution no. 26/2021 of the Management Board of 27 January 2021 and Resolution no. 31/2022 of the Management Board of 24 January 2022.

### **§1**

1. The dockage fee specified in this Price List are charged against:
  - a. ships entering the port solely for stay 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 harbour after 12 hours from mooring before the commencement of operations or any commercial activity;
  - c. seagoing, harbour, and inland navigation ships using a quay or harbour after 4 hours from the completion of operations or any commercial activity;
  - d. Seagoing, harbour and inland navigation ships using a quay or harbour solely for the purpose of stay (for the entire period of use).
2. The dockage fee is calculated per running metre (rm) of the ship's length for each commenced day of stay as a net rate expressed in PLN.
3. To ensure correct calculation of the dockage fee, each vessel entering the port submits to the Port's Chief Dispatcher a written notification of arrival or departure to/from the port according to the provisions of the "Tariff of Port Fees of Port of Gdańsk Authority SA."
4. To ensure correct calculation of the ship's stay time, the ship's representative submits to the Port's Chief Dispatcher a "Statement of Facts" confirmed by each of the parties, i.e. the handling operator and the ship's captain.
5. Each time after the notification of arrival is submitted by the shipowner or its representative, the terms of stay and the place of stay are determined by the Port's Chief Dispatcher.
6. The basis for establishing the dockage fee is the relevant valid International Tonnage Certificate or a valid ship safety certificate, which is to be delivered to Port of Gdańsk Authority SA by the ship's captain or the shipowner's representative - agent.
7. In cases of dispute, the ship's data in the Lloyd's Shipping Register is valid.

### **§2**

The amount of dockage fees for seagoing, harbour, and inland navigation ships moored at the port's quays, except for ships subject to §3 of this Price List, are calculated based on the following rates per running metre of the ship's length:

No.	Type of ship	Time of using the port infrastructure	Fee (PLN/1rm/day)
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1	Ferries and passenger-cargo ships, “ro-ro” ships, car carriers, passenger ships	For time at the quay after 12 hours from mooring before the commencement of operations or any commercial activity and after 4 hours from the completion of the said activity	18
2	Tankers, bulk carriers, gas carriers	For time at the quay after 12 hours from mooring before the commencement of operations or any commercial activity and after 4 hours from the completion of the said activity	17
3	Other ships	For time at the quay after 12 hours from mooring before the commencement of operations or any commercial activity and after 4 hours from the completion of the said activity	15
4	All ships in accordance with §1(1)(a)	For time at the quay from the moment of mooring to the moment of unmooring from the port infrastructure	19

### §3

Terms of stay at the quay exceeding 5 days will be subject to separate arrangements between Port of Gdańsk Authority SA and the shipowner or its representative - agent.

### §4

The Port of Gdańsk Authority SA will not charge any dockage fees from ships exempt from port fees pursuant to separate regulations, in particular the provisions of the Act on ports and sea harbours.

### §5

The Fee amounts will 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 do not change the terms of the Tariff. The fees subject to indexation as described above will apply as of 1 April of each calendar year.

This Price List of Dockage Fees becomes effective as of 01 April 2022.

## **Tariff of Additional and Special Fees Charged by Port of Gdańsk Authority SA**

Port of Gdańsk Authority SA ensures the collection of the following types of waste generated during the operation of a seagoing vessel:

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

### **WASTE OILS AND THEIR MIXTURES**

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

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

#### **Collection conditions:**

A seagoing vessel disposing of waste oils at the Port of Gdańsk must meet the following conditions:

- the delivery joint used for disposal of bilge water should meet the requirements specified in Regulation 19 of Annex I to MARPOL 73/78,
- on-board pump capacity should not be lower than 7.5 m<sup>3</sup>/h,
- bilge water pH should be within the range 6.5-9.0,
- waste oils must be heated to the temperature required for efficient collection, but not higher than 60°C,
- Solid waste oils shall be packed in marked bags or non-returnable containers.

Before a ship enters the Port of Gdańsk, the ship's captain or agent acting on his behalf provides information on the waste or sewage to be handed over to the port collection facilities using the Polish Harbours Information and Control System (PHICS). The ship's captain or agent is responsible for the accuracy of the data entered into the PHICS form regarding the type, quantity and composition of waste on the ship:

- at least 24 hours before the ship enters the port,
- immediately after the ship's captain receives the information specifying the port of destination, if it is not available at least 24 hours before arriving at the port,
- at the latest when departing from the previous port, if the journey time to the port of destination is less than 24 hours.

#### **Port collection facilities**

- collection of bilge water and sludge from land is done by means of marked tank-carrying vehicles parked alongside the vessel,
- collection of bilge water and sludge from sea is done by means of a marked barge,
- collection of oily solid waste is done directly from the ship onto a marked vehicle parked alongside it.



If the vessel meets the conditions specified above, Port of Gdańsk Authority SA ensures the collection of the following amounts of waste oils and their mixtures:

Source of waste	Unit	Location of last port of call		
		Baltic Sea	North Sea	other basins
All ships	[m <sup>3</sup> ]	<b>3.0*</b>	<b>7.0*</b>	<b>12.0*</b>

\* The amount of waste oils in the “others” group cannot exceed **0.5 m<sup>3</sup>**

The fees for additional amounts of waste oils and their mixtures exceeding the quota set in the table above and for collection under special conditions are specified in the table below.

### SOLID WASTE

Waste listed in Annex V to MARPOL 73/78, including the implementation guidelines for the Annex – solid waste:

#### Collection conditions:

- Solid waste disposed of by sea vessels at the Port of Gdańsk are segregated into categories listed in Annex V to MARPOL 73/78 and placed in labelled bags or non-returnable containers.
- Food product waste (marked by letter B according to the MARPOL) **must be placed in airtight packaging or in covered, non-returnable containers secured against leakages and labelled “cat. 1 – strictly for removal”**. If these conditions are not met, Port of Gdańsk Authority SA does not ensure the collection of food waste (marked B in the MARPOL).

MARPOL marking	waste type
A	Plastics
B	Food waste
C	Domestic waste
D	Kitchen oil
E	Incinerator ash
F	Operational waste
G*	Cargo residues
H	Animal carcass
I	Fishing gear

\* the recipient of cargo is responsible for collecting any cargo residues and bears the cost of such collection – according to the procedure below

Before a ship enters the Port of Gdańsk, the ship's captain or agent acting on his behalf provides information on the waste or sewage to be handed over to the port collection facilities using the Polish Harbours Information and Control System (PHICS). The ship's captain or agent is responsible for the accuracy of the data entered into the PHICS form regarding the type, quantity and composition of waste on the ship.

- at least 24 hours before the ship enters the port,
- immediately after the ship's captain receives the information specifying the port of destination, if it is not available at least 24 hours before arriving at the port,
- at the latest when departing from the previous port, if the journey time to the port of destination is less than 24 hours.

### Port collection facilities

Collection of solid waste is done directly from the ship onto a marked vehicle parked alongside it.

If the vessel meets the conditions specified above, Port of Gdańsk Authority SA ensures the collection of the following amounts of solid waste:

Source of waste	Unit	Amount of waste		
Ferries and passenger ships	[m <sup>3</sup> ]	<b>1/3 of waste delivered</b>		
Other ships	[m <sup>3</sup> ]	Location of last port of call		
		Baltic Sea	North Sea	other basins
		<b>0.5</b>	<b>0.6</b>	<b>0.7</b>

Firstly, the following waste categories are included in the standard quantity: A, C, D, E, F, H and I. Secondly, the following waste categories are included in the standard quantity: B.

The fees for additional amounts of solid waste exceeding the quota set in the table above and for collection under special conditions are specified in the table below.

### Conditions for collecting cargo residues:

In accordance with the Act on port facilities for the collection of vessel-generated waste and cargo residues, the recipient of cargo is responsible for the collection of cargo residues from ships and bears the cost of such collection. The recipient of the cargo bears full legal and

financial responsibility for collecting cargo residues from ships. The entrepreneur handling the collection of cargo residues must meet the following conditions:

- hold a permission to receive, transport, and process hazardous waste or waste other than hazardous waste or its business activity should be entered into the register kept by the Voivodeship Marshal pursuant to the Act on waste of 14 December 2012,
- be listed as a provider of such services on the premises owned by PGA SA.

Entrepreneurs will be permitted to provide cargo residue collection services on the premises of the Port of Gdańsk after prior submission of the documents listed in item 1 herein to the Environmental Protection Department at PGA SA. Upon positive assessment of the submitted documents, the entrepreneur will be entered in the “Register of companies providing collection services of cargo residues from ships on the premises of PGA SA”, which is regularly updated and available herein. Entrepreneurs providing cargo residue collection services must submit to the PGA SA’s Environmental Protection Team quarterly reports on the type and quantity of cargo residues collected from seagoing vessels at the Port of Gdańsk. Failure to meet the above-mentioned conditions will result in removal of the entrepreneur from the register.

The recipient of cargo residues conducts its business activity at its own cost and risk, taking into account all the requirements stipulated by the applicable provisions of the law, in particular the regulations on transport of waste. In addition, it is responsible for possible environmental damage resulting from improper collection of cargo residues from ships.

## **SEWAGE**

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

### **Collection conditions:**

A seagoing vessel disposing of sewage at the Port of Gdańsk must meet the following conditions:

- the delivery joint used for the disposal of sewage should meet the requirements specified in Regulation 11 of Annex IV to the MARPOL 73/78,
- on-board pump capacity should not be lower than 7.5 m<sup>3</sup>/h.

Before a ship enters the Port of Gdańsk, the ship's captain or agent acting on his behalf provides information on the waste or sewage to be handed over to the port collection facilities using the Polish Harbours Information and Control System (PHICS). The ship's captain or agent is responsible for the accuracy of the data entered into the PHICS form regarding the type, quantity and composition of waste on the ship.

- at least 24 hours before the ship enters the port,
- immediately after the ship’s captain receives the information specifying the port of destination, if it is not available at least 24 hours before arriving at the port,
- at the latest when departing from the previous port, if the journey time to the port of destination is less than 24 hours.

### **Port collection facilities**

Collection of sewage from ships is done by means of marked waste removal vehicles parked alongside the vessel or via vessel sewage collection points.

If the vessel meets the conditions specified above, Port of Gdańsk Authority SA ensures the collection of the following amounts of sewage:

Source of waste	Unit	Amount of waste		
Ferries and passenger ships	[m <sup>3</sup> ]	<b>1/3 of waste delivered</b>		
Other ships	[m <sup>3</sup> ]	Location of last port of call		
		Baltic Sea	North Sea	other basins
		<b>3.0</b>	<b>6.0</b>	<b>7.0</b>

The fees for additional amounts of sewage exceeding the quota set in the table above and for collection under special conditions are specified in the table below.

### **EXHAUST GAS CLEANING RESIDUES**

Exhaust gas cleaning residues listed in Annex VI to MARPOL 73/78.

#### **Collection conditions:**

A seagoing vessel disposing of exhaust gas cleaning residues at the Port of Gdańsk must meet the following conditions:

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

In the case of failure to meet the above conditions, PGA SA will not ensure collection of exhaust gas cleaning residues.

Before a ship enters the Port of Gdańsk, the ship's captain or agent acting on his behalf provides information on the waste or sewage to be handed over to the port collection facilities using the Polish Harbours Information and Control System (PHICS). The ship's captain or agent is responsible for the accuracy of the data entered into the PHICS form regarding the type, quantity and composition of waste on the ship:

- at least 24 hours before the ship enters the port,
- immediately after the ship’s captain receives the information specifying the port of destination, if it is not available at least 24 hours before arriving at the port,
- at the latest when departing from the previous port, if the journey time to the port of destination is less than 24 hours.

#### **Port collection facilities**

- collection of liquid waste from ships is done by means of marked vehicles parked alongside the vessel.
- collection of solid waste is done directly from the ship onto a marked vehicle parked alongside it.

PGA SA does not ensure the collection of exhaust gas cleaning residues as part of the tonnage fee. The costs of collecting the above-mentioned waste are borne by the shipowner. Unit prices for the collection of waste depend on the nature and type of waste.

The table below shows the fees charged at the Port of Gdańsk for the collection of the above-mentioned waste for ships that meet the above conditions and for collection under special conditions.

### **Tariff of Additional and Special Fees Charged by PGA SA**

No.	Type of operation	Price in PLN
<b>Waste oils and their mixtures</b>		
(1).	Collection of surplus amounts – liquid form	<b>315.30 / m<sup>3</sup></b>
(2).	Collection of surplus amounts – solid form	<b>367.85 / m<sup>3</sup></b>
(3).	Collection from vessels that do not meet the collection conditions – liquid form	<b>630.60 / m<sup>3</sup></b>
(4).	Collection from vessels that do not meet the collection conditions – solid form	<b>1051 / m<sup>3</sup></b>
<b>Solid waste</b>		
(5).	Collection of surplus amounts	<b>262.75 / m<sup>3</sup></b>
(6).	Collection from vessels that do not meet the collection conditions	<b>367.85 / m<sup>3</sup></b>
(7).	Category 1 food product waste collected under normal conditions	<b>630.60 / m<sup>3</sup></b>
(8).	Category 1 food product waste collected under special conditions	<b>1051 / m<sup>3</sup></b>
<b>Sewage</b>		
(9).	Collection of surplus amounts	<b>63.06 / m<sup>3</sup></b>
(10).	Collection from vessels that do not meet the collection conditions	<b>105.1 / m<sup>3</sup></b>
<b>Residues from flue gas treatment</b>		
(11).	Collection of solid waste	<b>3153 / m<sup>3</sup></b>
(12).	Collection of liquid waste	<b>525.5 / m<sup>3</sup></b>
<b>Other special fees</b>		
(13).	Collection on Sundays and holidays – extra fee for the amounts collected under the tonnage fee	<b>52.55 / m<sup>3</sup></b>
(14).	Collection on Sundays and holidays – extra fee for the amounts collected under special conditions for surplus amounts	<b>73.57 / m<sup>3</sup></b>
15.*	The ship is not ready to discharge waste – paid for each commenced hour of waiting	<b>367.85 / h</b>

(16). Sewage disinfection – extra fee	52.55 / m <sup>3</sup>
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\* The vessel is considered not ready to discharge waste in the case of cancellation – after entering the data on the waste discharged in the PHICS form – of waste collection services ordered in line with the waste collection procedure and entered into the waste collection sheet as one hour of waiting. The shipowner will not have to pay the said fee in the case of cancellation of waste collection services when determining the precise time of waste collection from the vessel between the recipient of waste and the ship's captain or its agent.

Note: In the case of a request for waste disposal at the Port of Gdańsk not in accordance with the applicable "Collection Procedure", the service will be provided at the rates set for the collection from vessels that do not meet the collection conditions.

The Fee amounts will 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 do not change the terms of the Tariff. The fees subject to indexation as described above will apply as of 1 April of each calendar year. This Tariff becomes effective as of 01 April 2022.

## **Price List for Water Supplies to Ships of Port of Gdańsk Authority SA**

The captain or agent of a ship calling at the Port of Gdańsk who wishes to use potable water should follow the procedure below:

- Contact the water supply operator by phone at +48 58 737 67 81 to request the need for water supply and at what location in the port,
- Prepare with the water supplier a report including:
  - payer's details (name of the company or natural person, address, NIP, KRS),
  - amount of water supplied to the vessel.

Payment for the supplied water is at the following rate: PLN 30.34/m<sup>3</sup> net.

Minimum fee for potable water is the amount for 5 m<sup>3</sup> or 5 tonnes of water.

This price list becomes effective as of 01 April 2022.