

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

The tariff was adopted by way of a resolution of the Management Board of Port of Gdańsk Authority SA no. 11 of 11 January and a resolution of the Management Board of Port of Gdańsk Authority SA no. 42 of 23 January 2024.

This Tariff specifies the 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 December 1996 on Ports and Sea Harbours (consolidated text of Journal of Laws of 2022, item 1624).

### **§ 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 60.29, the infrastructure user is required to pay the amount of PLN 60.29.
4. Save as otherwise provided in this tariff, the term of payment of invoices for port fees is 30 days from the date of issuing the invoice by Port of Gdańsk Authority SA. Observance of the date of payment is determined by the date of crediting the bank account of Port of Gdańsk Authority SA.
5. In order to correctly calculate the port fees, each ship entering the port is obliged to provide the Chief Port Dispatcher, using the PCS platform – Brokerage Module, with 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)) to the following address: [glowny.dyspozytor@portgdansk.pl](mailto:glowny.dyspozytor@portgdansk.pl). Electronic notifications of arrival or departure can be made by e-mail at [glowny.dyspozytor@portgdansk.pl](mailto:glowny.dyspozytor@portgdansk.pl) if the PCS - Brokerage Module does not work or works improperly.

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,
- duration of stay in the port (date and time of mooring and unmooring),

- purpose of entering the port,
- payer details.

Seagoing ships are additionally obliged to provide information on any waste on board. This information should be provided via the control and information system for Polish ports: NSW (National Single Window). In the event of the intention to pass additional quantities of waste or to cancel the original notification of passing waste information via the National Single Window, the Chief Port Dispatcher should be informed immediately at the following e-mail address: [odpady@portgdansk.pl](mailto:odpady@portgdansk.pl).

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

The Port of Gdańsk Authority SA will inform about possible changes in the compulsory notification of waste to the port by a separate communication on the date and form of sending this waste declaration.

6. Fees for port services involving ship waste management, including determination of the volume and types of ship waste collected by the port collection facilities and the conditions for their collection, are governed by the Price List for port services involving ship waste collection and management. Detailed conditions and procedures for waste collection are specified in the information on the procedure and means of collecting waste generated by seagoing ships at the Port of Gdańsk, available at [www.portgdansk.pl](http://www.portgdansk.pl), or through the Unit responsible for Environmental Protection of Port of Gdańsk Authority SA.
7. The basis for establishing port fees calculated according to the 1 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", containing 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 the 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 (Journal of Laws 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) of the ship, 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 170,000 units.
8. For ships having a tonnage certificate specifying gross register tonnage (GRT), it is assumed that 1 GRT = 1 GT for fee purposes.
  9. 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.
  10. If it is impossible to determine the gross tonnage (GT) for:
    - a) seagoing ships – the fee is charged on the ship’s gross tonnage (V) resulting from the product of its total length (L), its maximum breadth (B) and the draught at the waterline of the ship (D), rounded up to the nearest whole m<sup>3</sup> according to the formula where 1 GT = 1 m<sup>3</sup> of gross volume V,
    - b) harbour and inland navigation ships – the fee is charged based on the ship’s gross volume (V) resulting from the product of its total length (L), maximum breadth (B), and moulded depth (H), rounded up to the nearest whole m<sup>3</sup> according to the formula where 1 GT = 0.25 m<sup>3</sup> of gross volume V.
  11. 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 ship as of the day of leaving the port.
  12. In cases of dispute, the ship's data in Lloyd’s Shipping Register takes precedence.

## Article 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, while 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 submit, no later than on the 25<sup>th</sup> day of each month or on the last working day preceding the 25<sup>th</sup> day of the month if it falls on Saturday, Sunday or other public holiday, an up-to-date schedule of calls for the following month, including the ports of call and frequency 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 the 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 – in which, in addition to calls at the Port of Gdańsk, the ship navigates in the area of the European ports, the Black Sea ports and 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 (Journal of Laws of 1983 no. 56, item 247) or other international agreement to the extent to which the Republic of Poland is a party to.
4. **“Recognised Certificate”** – International Oil Pollution Prevention Certificate – IOPP, issued by the maritime administration relevant to the ship’s flag, stating that the ship has a double bottom or segregated ballast tanks.
5. **“Week”** – means a period beginning at 00:01 on Monday and ending on Sunday at 00:00
6. **“Month”** – 30 consecutive days.
7. **“Gdańsk Bay”** – as understood in this Tariff, the water basin limited by the line connecting the Hel Peninsula with the point marking the Polish-Russian state border, including all the ports there.
8. **“Ocean-going container ship”** – a container ship 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. 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. **“Ships permanently employed at the port”** – ships operated at the Port of Gdańsk or in the Gdańsk Bay region.
12. **“PCS”** – Port Community System, a neutral and open digital platform that integrates legacy systems, enabling secure and intelligent data exchange between private and public stakeholders of the Port of Gdańsk in order to increase the efficiency of cargo turnover and the use of port infrastructure. The PCS is one of the elements of the port infrastructure of the Port of Gdańsk and its operator is Polski PCS Sp. z o.o., based in Szczecin, registered in the National Court Register under number 0000704544.

13. **“PCS-MM”** – stands for the Port Community System brokerage module, which is part of the PCS, designed to reduce the time spent preparing the formalities related to reporting the ship's arrival at/departure from a seaport. The brokerage module is a digital platform designed to report the arrivals/departures of ships in a seaport and to exchange electronic messages related to visits of ships in a port. It is a digital support tool designed for participants in port trade, e.g. shipping agents, ship captains and ship owners, ensuring full re-usability of data. In order to use PCS-MM, create an access account by submitting a request at [biuro@polskipcs.pl](mailto:biuro@polskipcs.pl).
14. **“PCS-MT”** – stands for the Port Community System cargo module, which is part of the PCS, designed for the automatic handling of messages in EDIFACT format concerning goods contained in containers stored or handled at terminals in the Port of Gdańsk. This handling involves sending and compiling information contained in the IT system of the terminal (the entity running the temporary storage warehouse) located in the Port of Gdańsk with information contained in the systems of the National Fiscal Administration, concerning the initiation of customs procedures with respect to the declared goods contained in a given container, in order to release these goods under an appropriate customs procedure, and uploading information to the terminal's IT system on the confirmation of the EU customs status of the declared goods contained in the container by the relevant authority of the National Fiscal Administration. The use of the PCS-MT is voluntary and available against payment.
15. **“ESI Certificate”** – Environmental Ship Index identifies sea-going ships that achieve better results in reducing emissions to air than required by the current International Maritime Organisation (IMO) emission standards. The certificate is part of the World Ports Sustainability Program ([www.environmentalshipindex.org](http://www.environmentalshipindex.org)).

### §3

1. The tonnage fee for seagoing ships for entering the port and departure from the port, transit through the port area according to the following rates per 1 GT:

No.	Ship type and size	Fee (PLN/1 GT)
1	Car carriers	1.30
2	General cargo ships	3.45
3	Reefer ships	3.70
4	Container ships	1.62

5	“Ro-Ro” ships	1.78
6	Bulk carriers with a gross tonnage (GT) up to 38,000 units	3.99
7.	Bulk carriers with a gross tonnage (GT) above 38,000 units	4.20
8	Passenger ships	1.16
9	Ferries	0.73
10	Passenger and cargo ships	0.73
11	Tankers with a gross tonnage (GT) up to 38,000 units / gas carriers with a gross tonnage (GT) up to 38,000 units	4.70
12	Tankers with a gross tonnage (GT) above 38,000 units / gas carriers with a gross tonnage (GT) above 38,000 units	5.00
13	Pushing and towing ships	3.50
14	Other seagoing ships	3.45

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-built seagoing ships and newly-built hulls leaving the port or yard and ships entering the port or yard for repair, conversion, demolition, scrapping, haulage tests or replenishment of fuel, provisions or equipment and not engaged in commercial activities, if their stay in the port or yard is limited to the time necessary for these activities, the fee is 50% of the appropriate fee rate referred to in par. 1. Otherwise, the ship pays the full tonnage fee.
6. For ships 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 ships entering the port exclusively to stay and not engage in commercial activities, the fee is 50% of the relevant rate of the fee referred to in par. 1.
8. For ships passing in transit through the port area, not engaged 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. Ships calling at the Port of Gdańsk are entitled to receive a discount on the tonnage fee in the case of having at least 40 points in the ESI system ([www.environmentalshipindex.org](http://www.environmentalshipindex.org)). The discount of 3% is charged by the services of Port of Gdańsk Authority SA from the finally determined net rate, i.e. after taking into account discounts resulting from the remaining provisions of this tariff. The discount will be granted after a positive verification by the services of Port of Gdańsk Authority SA of the certificate in the ESI system valid as of the day of the ship's call. When applying for the above-mentioned discount, the representative of the ship is obliged, at least 24 hours before the planned call to the Port of Gdańsk, to report the right to a discount and to provide the ESI certificate that is valid on the day when the ship calls via the PCS platform – the Brokerage Module. In a situation where the PCS – the Brokerage Module does not work or does not work correctly, it is permissible to deliver a valid ESI certificate or via e-mail to the following address: [glowny.dyspozytor@portgdansk.pl](mailto:glowny.dyspozytor@portgdansk.pl) Exceeding the 24-hour deadline referred to above results in the loss of the right to a discount.

#### §4

1. The following tonnage fees for harbour and inland navigation ships, fishing cutters and fishing boats are determined for:
  - performing intra-port cruises,
  - ship's entry into the port,
  - ship's departure from the port,

per 1 GT :

No.	Type of ship	Fee (PLN/1 GT)
1	Tugs and pushers	2.42
2	Barges, scows, and pontoons – not propelled	0.20

3	Propelled barges and scows	0.61
4	Bunker tankers	0.61
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.61

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 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 their activity during the course of the calendar year must submit, within one month of initiating the activity, an annual flat-rate tonnage fee payment declaration and pay the flat-rate annual 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 a request to Port of Gdańsk Authority SA 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 in 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)	shelter against the 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 ships	
h)	sports and recreational yachts	
i)	any ship less than 6 meters in length	
j)	harbour and inland navigation ships – bunkering fuel, replenishing of provisions or equipment	
k)	harbour and inland navigation ships – 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 commercial needs and for the first 12 hours preceding and 4 hours following that time	0.31
2	Tankers, bulk carriers, gas carriers	For time at the quay justified by commercial needs and for the first 12 hours preceding and 4 hours following that time	0.60
3	Other ships	For time at the quay justified by commercial needs and for the first 12 hours preceding and 4 hours following that time	0.83

2. The amount of the wharfage 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 wharfage fee 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 owned by Port of Gdańsk Authority SA or other owners, the wharfage fee charged 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, not engaged 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 ships entering the port exclusively to stay and not engage in commercial activities, the fee is 50% of the relevant rate of the fee referred to in par. 1.
7. If the ship remains at the quay after the time specified in par. 1, it is treated as the 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 fee for harbour and inland navigation ships, 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	0.38
2	Barges, scows, and pontoons – not propelled	0.08
3	Propelled barges and scows	0.20
4	Bunker tankers	0.20

5	Fishing cutters and fishing boats	0.00
6	Other ships	0.20

2. The annual flat-rate wharfage fee is established to be charged to ships permanently employed at the port and navigating within the port and within 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 fee 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 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 their activity during the course of the calendar year must submit, within one month of initiating the activity, an annual flat-rate wharfage fee payment declaration and pay the flat-rate annual wharfage 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 a request to Port of Gdańsk Authority SA 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 the 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 fee for ships entering the port for purposes other than commercial activities is as follows:

a)	shelter against the 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 ships	
h)	sports and recreational yachts	
i)	any ship less than 6 meters in length	
j)	harbour and inland navigation ships – bunkering fuel, replenishing of provisions or equipment	
k)	harbour and inland navigation ships – 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	4.74
2	Passenger ships and other seagoing ships	7.90
3	harbour and inland navigation ships in domestic traffic	0.00

2. The amount of the 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 NSW system (National Single Window).
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
3. The fee for the use of the PCS-MT is set at PLN 9.95 for each container (irrespective of its size), in relation to which the manager (or its representative) of the cargo contained in the container declared, in the IT system of the terminal (the entity running the temporary storage facility) in the Port of Gdańsk, the choice of the PCS-MT for the automatic handling of EDIFACT messages concerning the goods contained in the given container, as referred to in § 2(15), and such handling was performed by the PCS-MT. The fee is charged to the cargo manager (or its representative), through the terminal on the premises of which the container has been located and whose IT system mediated the decision of the cargo manager (or its representative) to use the automated handling by the PCS-MT. The term of payment of invoices including the fee for the use of the PCS-MT is 14 days from the date of issuing the invoice. The Port of Gdańsk Authority SA announces the date of the above fee in a separate announcement, one month in advance.

### **§11**

According to Recommendation No. 138 of the International Labour Organisation (ILO) of 1970 regarding social and cultural facilities for sailors in ports and at sea, Port of Gdańsk Authority SA charges fees for the social and cultural fund for sailors, amounting to PLN 0.02/1 GT. A single fee cannot exceed PLN 422.04.

### **§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 related to 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 ships carrying solely containers are billed in the same way as container ships.
2. The one-off tonnage and wharfage fee 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 Gdańsk Bay.
4. For ships entering the Port of Gdańsk from outside the region of Gdańsk Bay and/or departing from the Port of Gdańsk outside the region of 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 the Port of Gdańsk Authority SA, a fee has been introduced in the amount of PLN 3014.54 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 ship 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 1 April 2024.

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

This price list, specifying the conditions for stay of ships in the port and the amount of dockage fees for ships, was adopted by Resolution of the Management Board no. 42 of 23 January 2024.

### **§ 1**

1. The dockage fee specified in this price list is charged for:
  - a. ships entering the port exclusively for stay, as stated in the written notification of arrival submitted to the Chief Port Dispatcher;
  - b. seagoing, harbour, and inland navigation ships using a quay or harbour after 12 hours from mooring before the commencement of commercial activity;
  - c. seagoing, harbour, and inland navigation ships using a quay or harbour after 4 hours from the completion of 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. In order to ensure the correct calculation of the dockage fee, each ship entering the port provides the Chief Port Dispatcher with 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. In order to ensure the correct calculation of the ship's stay time, the ship's representative provides the Chief Port Dispatcher with 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 Chief Port Dispatcher.
6. The basis for establishing the dockage fee is the relevant valid International Tonnage Certificate or a valid ship safety certificate, which should be submitted 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 take precedence.

### **Article 2**

The amount of dockage fees for seagoing, harbour, and inland navigation ships moored at the port's quays, except for ships referred to in §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	Amount of fee (PLN/1rm/day)
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 commercial activity and after 4 hours from the completion of the aforementioned activity	25
2	Tankers, bulk carriers, gas carriers	For time at the quay after 12 hours from mooring before the commencement of commercial activity and after 4 hours from the completion of the aforementioned activity	23
3	Other ships	For time at the quay after 12 hours from mooring before the commencement of commercial activity and after 4 hours from the completion of the aforementioned activity	21
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	26

If the ship owner/agent has submitted a written notification to the Main Dispatcher of the Port regarding the willingness to use the port infrastructure before or after the cargo handling operation:

- a) after 12:00 p.m. on working days,
- b) on public holidays,

a dockage fee increased by 30% of the basic rate resulting from this price list is charged for each commenced day from the beginning of each activity.

If the ship owner/agent fails to submit a written notification to the Main Dispatcher of the Port of intent to use the port infrastructure before or after the cargo handling operation, the dockage fee increased by 50% of the basic rate resulting from this price list is charged for each commenced day from the beginning of each activity.

### §3

Terms of stay at the quay for more than 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 for 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 related to indexation do not change the terms of the Tariff. The fees subject to indexation as described above will apply as of 1 April for each calendar year.

This Dockage Fee Price List becomes effective as of 1 April 2024.

## **On-board water consumption**

The captain or agent of a ship calling at the Port of Gdańsk wishing to use potable water should use the following procedure:

- Contact the ship's water supplier, available by calling +48 58 737 67 81, in order to report the need for water and to learn the location of the water consumption point in the port,
- Cooperate with the water supplier to draw up a report including:
  - details of the payer for water consumption (name of the company or individual address, Tax ID, National Court Register)
  - amount of water supplied to the ship

Water supplied is billed at the following rate: PLN 38.67/m<sup>3</sup> net.

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

This price list becomes effective as of 1 April 2024.