

Tariff of Port Fees for Port of Gdańsk Authority SA

The Tariff was adopted by the resolution of the Management Board of Port of Gdańsk Authority SA no. 35/2026 of 30 January 2026.

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 2023, item 1796).

§ 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 64.71, the infrastructure user is required to pay the amount of PLN 64.71.
4. Unless 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 may provide the Chief Port Dispatcher, using the PCS-MM platform, 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. Electronic notifications of arrival or departure can be made by e-mail at glowny.dyspozytor@portgdansk.pl if the PCS-MM system does not work or works improperly.

The notification shall include:

- a) name of the ship,
- b) IMO number,
- c) ship type and dimensions (total length, maximum width, draft at the port entrance, summer freeboard mark),
- d) ship's GT, NT and DWT,
- e) shipowner's name, agent's name, their address and other contact details (telephone number, e-mail address),
- f) name of the previous and next port of call,
- g) brief description of cargo: quantity and type,
- h) number of passengers,
- i) names of quays or berths where the ship shall dock during its stay in the port,
- j) duration of stay in the port (date and time of mooring and unmooring),
- k) purpose of entering the port,

l) 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, the Chief Port Dispatcher should be informed immediately at the following e-mail address: odpady@portgdansk.pl.

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

6. The fees for the provision of ship waste collection and management services are specified in the **Price list for ship waste reception and management services** – constituting Annex 1. 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, or through the relevant Environmental Unit of Port of Gdańsk Authority SA.
7. The basis for establishing port fees calculated per 1 GT (Gross Tonnage) 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 the 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 the 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 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 GT of at least 60,000 units.
 - d) The maximum basis is determined for calculating fees for ocean-going container ships with a 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 GT for:
 - a) seagoing ships – 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 whole cubic metre, according to the formula where $1 \text{ GT} = 1 \text{ m}^3$ 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 cubic metre, according to the formula where $1 \text{ GT} = 0.25 \text{ m}^3$ 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 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.
13. Article 8(3) and (4) of the 20 December 1996 on Ports and Sea Harbours lists situations in which port fees are not charged.

§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 submit, no later than on the 25th day of each month or on the last working day preceding the 25th 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’** – a 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’** – the period starting on Monday at 00:01 and ending the following Sunday at 24:00.
 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 therein.
 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’ shaped 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. Proper 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 to 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 the EDIFACT format concerning goods contained in containers stored or handled at terminals in the Port of Gdańsk. This handling involves the sending and compiling of 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. 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).

§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:

Item	Ship type and size	Fee (PLN/1 GT)
1.	Car carriers	1.42
2	General cargo ships	3.74
3	Reefer ships	4.06
4	Container ships	1.76
5	‘Ro-Ro’ ships	1.97
6	Bulk carriers with a GT up to 38,000 units	4.31
(7).	Bulk carriers with a GT above 38,000 units	4.54
8	Passenger ships	1.30
9	Ferries	0.79

10	Passenger and cargo ships	0.79
11	Tankers with a GT up to 38,000 units / gas carriers with a GT up to 38,000 units	5.14
12	Tankers with a GT above 38,000 units / gas carriers with a GT above 38,000 units	5.44
13	Pushing and towing ships	3.78
14	Other seagoing ships	3.73

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 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 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. Ships calling at the Port of Gdańsk are entitled to receive a discount on the tonnage fee if they have a certain amount of points in the ESI (www.environmentalshipindex.org) system:
 - a) 50 points to 80 points in the ESI system – 7% discount,
 - b) above 80 points in the ESI system – 10% discount.

The discount 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 shall 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 ship's representative is obliged to report the right to the discount and to provide an ESI certificate valid on the day of the ship's call in the entry report submitted to the Chief Port Dispatcher via the PCS platform – MM:

- c) at least 24 hours before the ship enters the port,
- d) if the duration of the journey to the port of destination is less than 24 hours, at the latest when leaving the previous port.

In a situation where the PCS–MM 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. Exceeding the aforementioned 24-hour period, except in the situation described in §3(9)(d), results in the loss of the right to the discount.

§4

1. The following tonnage fees for harbour and inland navigation ships, fishing cutters and fishing boats are determined for:
 - a) performing intra-port cruises,
 - b) carrying out commercial activities in the roadstead,
 - c) ship's entry into the port,
 - d) ship's departure from the port,
 per 1 GT :

Item	Type of ship	Fee (PLN/1 GT)
1.	Tugs and pushers	2.60

2	Barges, scows, and pontoons – not propelled	0.22
3	Propelled barges and scows	0.65
4	Bunker tankers	0.65
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.65

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 the 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 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 a 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, 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 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

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

Item	Ship type and size	Exclusive purpose of entering the port,	Fee (PLN/1 GT)
1.	Each ship	Shelter against the weather	0.00
2	Each ship	Obtaining medical assistance for a sick crew member or passenger	

3	Each ship	Making an official courtesy visit
4	Harbour and inland navigation ships	Repair, conversion, dismantling or scrapping
5	Harbour and inland navigation ships	Replenishment of fuel, provisions or equipment
6	Any ship less than 6 meters in length	In any case
7	Scientific research ships, training ships,	Excluding commercial voyages

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:

Item	Type of ship	Time of use of port infrastructure	Fee (PLN/1 GT)
1.	Ferries and passenger-cargo ships, 'Ro-Ro' ships, car carriers, and passenger ships	For time at the quay justified by commercial needs and for the first 12 hours preceding and 4 hours following that time	0.34
2	Tankers, bulk carriers, and gas carriers	For time at the quay justified by commercial needs and for the first 12 hours preceding and 4 hours following that time	0.65
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	0.90

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 period of use 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 Dockage Fee Price List for Port of Gdańsk Authority SA – constituting Annex 2.

§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:

Item	Type of ship	Fee (PLN/1 GT)
1.	Tugs and pushers	0.40
2	Barges, scows, and pontoons – not propelled	0.08
3	Propelled barges and scows	0.22
4	Bunker tankers	0.22
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.22

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 shall 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 Port of Gdańsk Authority SA for berthing at a quay for up to four hours after the completion of 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 Dockage Fee Price List for Port of Gdańsk Authority SA.

§8

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

Item	Ship type and size	Exclusive purpose of entering the port,	Fee (PLN/1 GT)
1.	Each ship	Shelter against the weather	0.00
2	Each ship	Obtaining medical assistance for a sick crew member or passenger	
3	Each ship	Making an official courtesy visit	
4	Harbour and inland navigation ships	Repair, conversion, dismantling or scrapping	

5	Harbour and inland navigation ships	Replenishment of fuel, provisions or equipment
6	Any ship less than 6 meters in length	In any case
7	Scientific research ships, training ships,	Excluding commercial voyages

§9

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

Item	Type of ship	Fee (PLN/1 passenger)
1.	Ferries and passenger and cargo ships	5.13
2	Passenger ships and other seagoing ships	8.81
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

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 452.97.

§11

The Fee amounts 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 related to indexation do not change the terms 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 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 Port of Gdańsk Authority SA, a fee has been introduced in the amount of PLN 3,235.49 per test.
6. In exceptional cases, at a justified request of a shipowner or agent, PGA SA may apply a different rate for port fees than that specified in the Tariff of Port Fees by 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) shall 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. Fees for water supply to ships are specified in the **Price List for Water Supply to Ships** – constituting Annex 3.
10. This Tariff becomes effective as of 01 April 2026.

Price list for ship waste reception and management services**1. Port of Gdańsk Authority SA ensures the collection of the following types of waste generated during the operation of a seagoing vessel:**

- a) waste oils and their mixtures in accordance with Annex I to MARPOL:
 - sludge,
 - bilge waters,
 - motor oil,
 - oil emulsions,
 - others, i.e. oily cleaning materials, oily cloths, oil and fuel filters.
- b) solid waste in accordance with Annex V to MARPOL:
 - plastics,
 - glass,
 - metals,
 - timber,
 - paper and cardboard,
 - domestic waste (not sorted),
 - category 1 waste – i.e. catering waste, including food waste containing animal by-products, from means of international transport, i.e. ships coming from third countries (non-European Union Member States),
 - oily cloths.
- c) sewage in accordance with Annex IV to MARPOL,
- d) exhaust gas cleaning residues, as per Annex VI to the MARPOL Convention;
 - catalysts, soot, filters, etc.
- e) Cargo residues:
 - liquid,
 - solid.

2. Port of Gdańsk Authority S.A. does not provide collection of the following types of waste:

- a) controlled substances according to Annex VI of MARPOL, as defined in Regulation (EU) No 2024/590 of the European Parliament and of the Council of 7 February 2024 on substances that deplete the ozone layer and repealing Regulation (EC) No 1005/2009, OJ L, 2024/590;
- b) medical waste as defined in Article 3(1)(8) of the Act of 14 December 2012 on waste (consolidated text, Journal of Laws 2023, item 1587).

3. Commercial collection of waste from ships

Port of Gdansk Authority S.A. informs that the collection of waste which does not meet the criteria of ship waste within the meaning of Article 5 item 5 of the above mentioned Act, in particular waste generated in the following circumstances:

- a) during renovation or modernisation work (for example, metal and plastic packaging contaminated with hazardous substances or containing residues thereof, i.e. paint, oil, solvent cans, transport pallets, furniture, window joinery, significant quantities of lamps, fluorescent tubes, etc.);
- b) replacement of used parts (for example, batteries, components of ship's machinery and equipment, etc.);
- c) replacement of equipment items (for example, faulty electric and electronic equipment, i.e. household appliances, electro-waste, mooring lines, etc.);

may be carried out on a commercial basis, after prior consultation with both the waste collector and PGA SA. The collector selected by the ship's representative has the obligation to comply with the procedure set out below.

‘Procedure for making commercial waste collections’

The contractor is obliged to:

- a) hold a decision on waste management (authorisation for collection and/or authorisation for processing of waste, or its activity shall be registered in the register kept by the Marshal of the Province in accordance with the provisions of the Waste Act of 14 December 2012);
- b) be listed in the ‘List of commercial collectors of ship waste’ at PGA SA, available on the website at: <https://www.portgdansk.pl/biznes/uslugi/odbior-odpadow/>
- c) submitting, in advance, the above-mentioned documents to the Environmental Protection Department of PGA SA. After a positive assessment of the documents provided, the entrepreneur shall be included in the regularly updated ‘List of commercial collectors of waste from ships’;
- d) informing the port manager of the planned waste collection from the ship, 24 hours in advance by email:

- in the case of waste collection from the land side, to the following e-mail addresses: [odpady –srodowisko@portgdansk.pl](mailto:odpady-srodowisko@portgdansk.pl), odpady@portgdansk.pl, dowodca.zmiany@portgdansk.pl, centrum.operacyjnej@portgdansk.pl

a notification containing: the name of the facility to which it intends to gain access, the name of the ship from which the waste shall be collected, and details including the driver's first name and surname and the make and registration number of the vehicle. Based on the above data, a single-use pass is issued, allowing entry to the Port of Gdańsk. In the absence of a notification sent to the above addresses, the Collector shall not be issued a one-time pass enabling entry to the area of the Port of Gdańsk;

- for water-side waste collection, to the following e-mail addresses: [odpady –srodowisko@portgdansk.pl](mailto:odpady-srodowisko@portgdansk.pl), odpady@portgdansk.pl, kpgoficer@umgdy.gov.pl,

a notification containing: the name of the ship from which the waste shall be collected and the details of the unit for the collection of cargo residues. If no

notification is sent to the above addresses, the Collector shall not be given permission to collect the cargo residues.

- e) provide a document confirming the collection of waste from the ship to the following email address:
odpady –srodowisko@portgdansk.pl.

If the above waste is left in the areas administered by PGA SA, the waste shall be removed at the expense of the shipowner without the need to obtain additional consent from its representative.

4. Discounts

Short sea shipping vessels are entitled to reduced rates for the following fees:

- a) **indirect fee – indicated in the table as ‘EU vessels’**
- b) **additional fee – indicated in the table as ‘PLN price for EU vessels’**
- c) **fee for the collection and processing of cargo residues from ships – indicated in the table as ‘PLN price for EU ships’.**

For ships actively working to reduce waste and able to present a ‘green certificate’¹ confirming compliance with the requirements set out in Commission Implementing Regulation (EU) 2022/91 of 21 January 2022 establishing criteria indicating whether a given ship generates a reduced amount of waste and whether waste is managed in a sustainable and environmentally friendly manner in accordance with Directive (EU) 2019/883 C/2022/302 of the European Parliament and of the Council (OJ L 15 of 24/1/2022, pp. 12–15), an additional discount of 5% is granted on the amount constituting the sum of the indirect fee, additional fees and the fee for the collection and processing of cargo residues, excluding the amount resulting from the necessity to use a vessel. The discount shall be calculated after positive verification by PGA SA of the document valid on the date of the ship's arrival. 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 a document valid on the day when the ship calls at the Port of Gdańsk. Notifications can be made through the PCS–MM platform. It is also acceptable to deliver the document to the registered office of PGA SA to the Chief Dispatcher's Office or send it by e-mail to: glowny.dyspozytor@portgdansk.pl. Failure to meet the minimum 24-hour deadline referred to above results in the loss of the right to a discount.

Discounts do not apply to special fees and fees resulting from the need to use a vessel.

5. The following types of fees are introduced for the collection and management of waste from ships:

- a) **Indirect fee**

Pursuant to Article 20 of the Act of 12 May 2022 on port facilities for collecting waste from ships (Journal of Laws 2022, item 1250), each ship pays an indirect fee regardless of the actual discharge of waste from ships. The amount of the indirect fee is differentiated according to the type and size of the ship according to the table below.

Previous port of call	Ship type	PLN / 1 GT
EU	Passenger ship, ferry, passenger–cargo ship	0.35
	Other	0.13
Outside the EU	Passenger ship, ferry, passenger–cargo ship	0.55
	Other	0.16

A minimum indirect fee of PLN 1,200.00 is introduced.

Solid waste included in Annex V to the MARPOL Convention shall be collected as an indirect fee in accordance with Article 20 section 3 and Article 21 of the Act of 12 May 2022 on port facilities for receiving waste from ships.

The indirect fee also covers the collection of oily waste listed in Annex I to the MARPOL Convention and sanitary wastewater listed in Annex IV to the MARPOL Convention in the following quantities, which constitute what is known as the limit:

Waste types	Ferries + passenger ships	Other types of ships	Unit
Liquid oil waste	4	4	m ³
Solid oil waste	0.1	0.1	m ³
Wastewater ²	50	5	m ³

The following shall not be collected as part of the indirect fee:

- exhaust gas cleaning residues, as per Annex VI to the MARPOL Convention;
- cargo residues.

In the event that a ship fails to comply with the obligation under Article 10(6) of the Act of 16 March 1995 on the prevention of marine pollution by ships (consolidated text: Journal of Laws 2024, item 1786) and the regulation of the Minister of Infrastructure of 5 August 2022 on the model form on which information on waste from ships on board is submitted (Journal of Laws 2022, item 1716) and does not provide the National Single Point of Contact (<https://agent.nsw.gov.pl/>) with information on the storage capacity dedicated to solid waste included in MARPOL Annex V, the value of zero shall be entered. Consequently, an additional fee shall be charged to the ship for the receipt of waste marked according to Annex V of MARPOL.

If the ship does not comply with the conditions for preparing the waste for delivery, despite the payment of the indirect fee, the collection of the waste shall be carried out for a special fee.

Note: Waste collections made within the framework of the indirect fee are valid only within the framework of the first waste collection service, on the basis of information on waste to be delivered to port reception devices, provided prior to the vessel's arrival at the Port of Gdańsk. Subsequent notification by the ship of the need to collect waste within the same call shall result in collection at the additional and/or special fee rates.

b) Additional fees

Pursuant to Article 21 of the Act of 12 May 2022 on port facilities for the collection of waste from ships, the collection and processing of additional quantities of waste from ships not covered by the indirect fee, i.e. quantities above the specified limits or indicated tank capacity for waste included in Annex V to MARPOL and any quantity of waste from exhaust gas cleaning systems, shall be carried out in accordance with the price list below.

Waste types	Type	Price in PLN for EU vessels	Price in PLN for non-EU vessels	Unit
Waste oils and their mixtures in accordance with Annex I to MARPOL	Liquid	1,020.00	1,070.00	m ³
	Solid	6,090.00	6,400.00	m ³
Exhaust gas cleaning residues, as per Annex VI to the MARPOL Convention;	Liquid	6,350.00	6,670.00	m ³
	Solid	10,150.00	10,660.00	m ³
Solid waste in accordance with Annex V to MARPOL	Standard	290.00	305.00	m ³
	Category I	8,400.00	8,800.00	Mg
Sewage in accordance with Annex IV to MARPOL	Standard	60.00	63.00	m ³

c) **Special fee**

Pursuant to Article 22 of the Act of 12 May 2022 on port facilities for receiving waste from ships, the collection of waste from vessels at times and under conditions other than those specified in the Port Vessel Waste Management Plan at the Port of Gdańsk shall be subject to a special fee. The special fee is an additional fee for each cubic metre (m³) of waste collected or each occurrence of an event in accordance with the price list below.

Waste types	Type	PLN price	Unit
Waste oils and their mixtures in accordance with Annex I to MARPOL	Liquid	400.00	m ³
	Solid	1,600.00	m ³
Exhaust gas cleaning residues, as per Annex VI to the MARPOL Convention;	Liquid	1,335.00	m ³
	Solid	2,665.00	m ³
Solid waste in accordance with Annex V to MARPOL	Standard	26.00	m ³
	Category I	1,215.00	Mg
Sewage in accordance with Annex IV to MARPOL ³	Standard	50,000.00	Occurrence
Waiting hour ⁴		1,820.00	Hour
Collection of bilge water and sludge from the water side from areas not in perpetual usufruct by PGA SA		21,800.00	Occurrence

The following procedure for testing the quality of discharged wastewater is in force at the Port of Gdańsk:

- Before the discharge of wastewater, a representative of an accredited laboratory, with the participation of a representative of the ship, takes a sample of the wastewater for laboratory testing.
- The tests cover the following scope:

Item	Name of the pollution indicator (concentrations)	Permissible pollutant values
1.	BZT ₅ [mgO ₂ /dm ³]	600

2	ChZT Cr [mgO ₂ /dm ³]	1200
3	Total suspended solids [mg/dm ³]	500
4	Total phosphorus [mgP/dm ³]	10.0
5	Chlorides [mgCl/dm ³]	1000
6	Sulphates [mgSO ₄ /dm ³]	500
7	Total sulphides [mgS/dm ³]	1.0
8	Oil-derivative hydrocarbons [mg/dm ³]	15.0
9	Nitrite nitrogen [mg/dm ³]	10.0
10	Ammonium nitrogen [mg/dm ³]	200.0
11	Temperature (°C)	35°C
12	pH	6.5 – 9.5
13	Copper [mgCu/dm ³]	1.00
14	Zinc [mgZn/dm ³]	5.00
15	Cadmium [mgCd/dm ³]	0.400
16	Lead [mgPb/dm ³]	1.00
17	Total chromium [mgCr/dm ³]	1.00
18	Nikiel [mgNi/dm ³]	1.000

- Samples are subjected to laboratory analysis – the duration of the tests is approximately 10 days.
- If the results exceed the parameters specified in item 2 of this procedure, the wastewater shall be considered ‘poor quality wastewater’ and the unit shall be charged a special fee of PLN 50,000.00 (fifty thousand PLN 00/100) regardless of the amount of wastewater delivered. Based on the results of laboratory tests, this fee shall be added to the invoice containing the fees related to the ship's visit to the Port of Gdańsk.

The shipowner shall 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 shall be provided at the special fee rates.

d) Collection and processing of cargo residue from the ship

If the ship intends to deliver the cargo residue to port reception facilities, the collection shall take place in accordance with the following price list:

Waste types	Price in PLN for EU vessels	Price in PLN for non-EU vessels	Unit
Liquid waste	930.00	980.00	m ³
Solid waste ⁵	5,800.00	6,100.00	Mg
Hazardous solid waste ⁶	7,000.00	7,350.00	Mg

If it is necessary to collect waste from the water side, an additional fee shall be charged in accordance with the price list below:

Necessity to use a vessel	PLN price	Unit
---------------------------	-----------	------

In the North Port	21,800.00	Occurrence
In the Inner Port	15,700.00	Occurrence

Pursuant to Article 25(6) of the Act of 12 May 2022 on port facilities for the reception of waste from ships, in the event that the recipient of cargo from a ship provides for its own collection of cargo residues from the ship, it is obliged to comply with the provisions of item 8.5 of the 'Port waste management plan for ships in the Port of Gdańsk'.

¹ The following are recognised as documents confirming that a given ship generates a reduced amount of waste and that waste is managed in a sustainable and environmentally friendly manner in accordance with the Directive of the European Parliament and of the Council, known as a 'green certificate': Green Award, ISO 21070 standard, Blue Angel, Green Marine, a waste management plan for ships approved by a Classification Society, ISO14001, Environmental Management System or any other document that can be used to demonstrate that the ship meets the criteria.

² If the quality of the wastewater delivered to the PRF is found to be poor, the ship shall be charged in accordance with the provisions of item 3. Special fee.

³ In the event of confirmation by accredited tests of poor quality of wastewater delivered to the PRF in accordance with item 2 of the wastewater testing procedure.

⁴ In the case of the cancellation of the waste collection service contracted according to the applicable procedure after the ship's representative has entered the data on the waste to be collected into the form in the NSW system, the ship shall be charged:

- a) for collections made from the land side, the fee entered in the 'Waste Collection Receipt' as one hour's waiting time.
- b) for collections from the water side, the fee constituted by the sum of one hour of waiting time and the amount resulting from the necessity of using a vessel, i.e.

Necessity to use a vessel	PLN price	Unit
In the North Port	21,800.00	Occurrence
In the Inner Port	15,700.00	Occurrence

⁵ The classification of solid waste shall be made in accordance with the Regulation of the Minister of Climate of 2 January 2020 on the catalogue of waste.

⁶ The classification of solid waste shall be made in accordance with the Regulation of the Minister of Climate of 2 January 2020 on the catalogue of waste.

Dockage Fee Price List for Port of Gdańsk Authority SA**§ 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 the commercial activity;
 - c) seagoing, harbour, and inland navigation ships using a quay or harbour after 4 hours from the completion of the 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 Lloyd's Shipping Register takes precedence.

§2

1. 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:

Item	Type of ship	Time of use of port infrastructure	Amount of fee (PLN/1rm/day)
1.	Ferries and passenger-cargo ships, 'Ro-Ro' ships, car carriers, and 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	27
2	Tankers, bulk carriers, and 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	25
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	23
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	28

2. If the ship owner/agent has submitted a written notification to the Chief Port Dispatcher regarding the willingness to use the port infrastructure before or after the cargo handling operation:
 - a) after 12:00 hours on working days,
 - b) on public holidays,
 a dockage fee shall be applied, increased by 30% of the basic rate according to this price list for each commenced 24-hour period from the beginning of each activity.
3. If the ship owner/agent fails to submit a written notification to the Chief Port Dispatcher of intent to use the port infrastructure before or after the cargo handling operation, a 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 shall be subject to separate arrangements between Port of Gdańsk Authority SA and the shipowner or its representative – agent.

§4

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 of 20 December 1996 on Ports and Sea Harbours.

§5

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

Price list for water supply to ships

1. The captain or agent of a ship calling at the Port of Gdańsk wishing to use potable water should use the following procedure:
 - a) Contact the water supply operator by telephone at +48 58 737 67 81 to request the need for water supply and at what location in the port,
 - b) 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.
2. Water supplied is billed at the following rate: PLN 38.67 PLN/m³ net.
3. The minimum fee for potable water is the amount due for 5 m³ or 5 tonnes of water.