

Fee tariff for services of Port of Gdansk Authority SA

§1

This Fee Tariff specifies port fees for use of port infrastructure, established and collected by Port of Gdansk Authority SA pursuant to the Act dated 20.12.1996 on ports and sea havens (unified text, Journal of Laws no. 110 dated 18 July 2002, item 967 with later amendments).

1. Tariff rates are net and given in EUR.
2. Fees shall be converted into the currency of payment according to the average National Bank of Poland exchange rate effective on the date of completion of using port infrastructure.
3. Payment settlements pursuant to this Tariff are governed by the regulations on foreign currency and financial regulation binding in the Republic of Poland.
4. Minimum invoice value amounts to EUR 20.
5. In order to ensure correct calculation of port charges, every ship entering port is obliged to deliver to the Port of Gdansk Authority SA, a written notification on arrival/ departure at/from port (except for ships where provisions §4 clause 2 and 3, and §7 clause 2 and 3 apply). Electronic notification on arrival/departure of ship at/from the port is permitted. The notification should contain the following information:
 - Name and IMO number of ship
 - Type of ship and ship dimensions (length overall, maximum breadth, draught on entry to port, draught per summer freeboard mark),
 - Gross tonnage, net tonnage and DWT,
 - Owner's name, agent's name and address,
 - Name of previous and next port of call,
 - Short description of cargo: quantity and kind,
 - Number of passengers,
 - Name of wharfs or jetties,
 - Purpose of call.

Seagoing ships are additionally obliged to provide information on waste on board in the form of a suitable fact sheet.

Notification on arrival/departure at/from port and information on waste on board is to be delivered by the ship master, or his/her representative - agent.

6. The basis for determining port charges calculated per 1 GT is the relevant valid International Tonnage Certificate or valid ship safety certificate (*karta bezpieczeństwa*), which is to be delivered to the Port of Gdansk Authority SA, by the ship master or his/her representative - agent.

For double bottom tankers or tankers with segregated ballast tanks, the basis for determining port charges is gross tonnage (GT) reduced by the volume of double bottom or segregated ballast tanks, specified in:

- Recognised certificate
- International Tonnage Certificate which under the column "Remarks" includes an entry compliant to IMO resolution no. A.747 (18), provided that the double bottom satisfies the requirements of Regulation 13 F of Annex no. I to Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships (MARPOL), adopted in London on 2 November 1973, and Protocol of 1978 referring to the convention adopted in London on 17 February 1978 (Journal of Laws of 1987 no. 17 item 101).

The maximum basis for calculating charges for passenger ships and deep-sea container vessels is 60,000 GT.

7. In determining port charges for ships holding a tonnage certificate specifying gross register tonnage (GRT), 1 GRT = 1 GT
8. If the Tonnage Certificate gives varied ship tonnage or the ship has two tonnage certificates, higher tonnage is the basis for calculating charges.
9. In case gross tonnage (GT) cannot be established for:
 - a. A seagoing ship - charges are levied on ship's gross volume (V) as resultant from the product of her length overall (L), maximum breadth (B) and the vessel's summer freeboard mark (D), approximating upwards to a full m³ according to the formula stipulating that 1 GT = 1 m³ gross volume V,
 - b. Harbour and inland navigation vessels - charges are levied on ship's gross volume (V) as resultant from the product of her length overall (L), maximum breadth (B) and moulded depth (H) approximating upwards to a full m³ according to the formula stipulating that 1 GT = 0.25 m³ gross volume V.
10. In case of disputes ship data in Lloyd's Shipping Register applies.

§2

The following terms used in this Tariff mean:

1. "Regular Line" - existing shipping line between Polish and/ or foreign ports declared by the owner/ agent and accepted by the Port of Gdansk Authority SA, operating according to a regular schedule established in advance for a period of one quarter or one calendar month, except ship's entry and leave involving the shipment of fullship cargo, if such shipment is conducted under charter contract provisions.

Regular lines shall satisfy the following requirements:

- a. maintain frequency of port entry declared in the operation schedule;
- b. provide new operation schedule 8 days before expiry of the previous schedule;
- c. forward, in writing, any deviations to the schedule to the Port of Gdansk Authority SA for acceptance;
- d. agree with the Port of Gdansk Authority SA any earlier than scheduled entries into port;
- e. forward, in writing, in advance, to the Port of Gdansk Authority SA the names and parameters of other ships than earlier given in the operation schedule and/ or additional vessels for acceptance. Additional vessels should be reported at least 7 days prior to their arrival date.

Information and additional agreements resulting from items b-e shall be forwarded via the Chief Port's Dispatcher Office.

2. "International Tonnage Certificate" - tonnage certificate issued pursuant to the International Convention on Tonnage Measurement of Ships adopted in London on 23 June 1969 (Journal of Laws of 1983 no. 56 item 247) or other international agreement in this scope to which the Republic of Poland is a party.
3. "Recognised Certificate" - International Oil Pollution Prevention Certificate - IOPP issued by the flag pertinent maritime administration, stating that the ship has a double bottom or segregated ballast tanks.
4. "Week" - means the period starting Sunday at 23:00 and ending on the following Sunday at 23:00.
5. "Gdansk Gulf" - means in this Tariff the water basin limited by the line linking Hel with the point marking the Polish-Russian state border and embraces all ports therein.
6. "Deep-sea container vessel" - a container vessel operating outside the European ports, the Black Sea ports and outside ports located on the Mediterranean coasts of Africa and Asia, including Morocco.

§3

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

No.	Ship size and type	Fee (EUR/1 GT)
1	Car carrier	0.14
2	General cargo vessel	0.45
3	Reefer carrier	0.52
4	Container vessel	0.22
5	"Ro-Ro" ship	0.20
6	Bulk carrier	0.51
7	Passenger ship	0.13
8	Ferry	0.09
9	Passenger - cargo ship	0.09
10	Tanker up to 38,000 GT	0.57
11	Tanker over 38,000 GT	0.64
12	Towing and pushing vessels	0.48
13	Other seagoing ships	0.45

2. Tonnage dues for liner vessels and ferries entering port:
 - a. at least 8 times a week amount to 40%
 - b. at least 6 times a week amount to 45%
 - c. at least 4 times a week amount to 50%
 - d. 3 times a week amount to 60%
 - e. 2 times a week amount to 65%
 - f. 1 once a week amount to 70%
 - g. less than once a week but no less than once a month amount to 75%

of the pertinent fee rate specified in clause 1.

3. For passenger ships entering the Port of Gdansk, tonnage dues have been introduced depending on the number of calls in a calendar year
 - a. for 2-3 calls, the dues amount to 80%,
 - b. for 4-5 calls, the dues amount to 60%,
 - c. for more than 6 calls, the dues amount to 50%

of the pertinent fee rate specified in clause 1.

4. For newbuildings of seagoing ships and hulls leaving port or shipyard and entering port solely for the purpose of repair, conversion, dismantling, scrapping, performance of towing power tests or bunkering fuel, replenishing of stores or equipment, with no involvement in commercial activity, if their stay in port or shipyard is limited only to the time necessary to perform the above, the charge amounts to 25% of the pertinent fee rate specified in clause 1. Otherwise, the full tonnage charge is to be levied.
5. For vessels staying in the roadstead for loading or discharging cargo or for passenger clearance the charge is 50% of the fee stipulated in clause 1.
6. For seagoing ship entering port solely for demurrage with no involvement in commercial activity the charges amount to 25% of the pertinent rate specified in clause 1.
7. For ship passing in transit through the port area and not conducting commercial activity fees are charged for one way passage and amount to 50% of the pertinent fee rate specified in clause 1.
8. Tonnages dues rates specified in clause 1 include the fee for reception of waste from ships. The tonnage dues of the Port of Gdansk Authority SA cover reception of waste according to set standards, which are presented in the Table below, depending on the last port of call, without prejudice to clause 9, and on compliance with specified conditions in accordance with Information on the procedure and means of sea vessel-generated waste reception at the Port of Gdansk.

Waste type	Measure	Location of last port of call:		
		Baltic Sea	North Sea	Other waters
Waste oils and their mixtures	m ³	3.0	7.0	12.0
Solid waste	m ³	0.5	0.6	0.7
Sewage	m ³	3.0	6.0	7.0

The term:

"waste oils and their mixtures" - means waste listed in Annex I to MARPOL 73/78 - sludge, bilge water and other, i.e. oily cotton waste, oily rags, oil and fuel filters;

"solid waste" - means waste listed in Annex V to MARPOL 73/78 taking into account guidelines for implementation: kitchen waste, plastic, others;

"sewage" - means waste listed in Annex IV to MARPOL 73/78.

9. In case of ferries and passenger ships the tonnage dues account for 1/3 of the quantity of discharged solid waste and sewage.
10. Detailed conditions and procedures of collecting waste are specified in Information on the procedure and means of sea vessel-generated waste reception at the Port of Gdansk.

§4

1. Tonnage dues for harbour and inland navigation vessels as well as fishing cutters and fishing boats for entry and leaving port amount to (per 1 GT):

No.	Ship type	Fee (EUR/1 GT)
1	Pusher tugs and tugs	0.40
2	Barges, scow and pontoon - no propulsion	0.03
3	Barges and scow with propulsion	0.10
4	Bunker tankers	0.10
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.10

2. Annual tonnage dues are paid by vessels permanently employed in the harbour and operating within the harbour and within Gdansk Gulf. The declaration to settle annual tonnage dues and declaration of ship by the Owner, to determine the tonnage dues for a given year, should be made not later than by the end of December of the previous year.
3. The annual tonnage dues are determined by multiplying the lump rate specified in clause 1 by the coefficient 20. The annual tonnage dues are levied at the beginning of the calendar year and are due in maximum two equal instalments, payable by the end of the first and third quarter of the given year. Customers initiating activity during the course of the year place a declaration on payment within one month of starting activity and settle the full annual tonnage dues.
4. Ships not listed in clause 2 settle tonnage dues in lump sum according to clause 1.

§5

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

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

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

§6

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

No.	Ship type	Time of using port infrastructure	Fee (EUR/1 GT)
1	Ferries and passenger-cargo ships, "Ro-Ro" ships, car carriers, passenger ships	For time at berth justified by operational or commercial needs and first 4 following hours	0.04
2	Tankers and bulk carriers	For time at berth justified by operational or commercial needs and first 4 following hours	0.08
3	Other ships	For time at berth justified by operational or commercial needs and first 4 following hours	0.11

2. Wharfage for liner vessels and ferries entering port:
- at least 8 times per week amounts to 40%
 - at least 6 times per week amounts to 45%
 - at least 4 times per week amounts to 50%
 - 3 times per week amounts to 60%
 - 2 times per week amounts to 65%
 - 1 once a week amounts to 70%
 - less frequently than once a week, but no less than once a month amounts to 75%

of the pertinent fee rate specified in clause 1.

3. In case a ship loading/ unloading cargo uses, during stay in port, wharfs or jetty which belong to Port of Gdansk Authority SA and other owners, wharfage collected by Port of Gdansk Authority SA amounts to 50% of the pertinent fee rate specified in clause 1.
4. For newbuildings of seagoing ships and hulls leaving port and entering port solely for the purpose of repair, conversion, dismantling, scrapping, performance of towing power tests or bunkering, replenishing of stores or equipment, with no involvement in commercial activity, if their stay in port is limited only to time necessary to perform the above, wharfage amounts to 25% of the pertinent fee rate specified in clause 1.
5. For seagoing ships entering port solely for demurrage with no involvement in commercial activity, wharfage amounts to 25% of the pertinent fee rate specified in clause 1.
6. Berthing after the period of using the wharf as specified in clause 1 is treated as demurrage.
7. Conditions of demurrage at wharf for ships specified in items 4, 5 and 6 shall be agreed in agreements governed by civil law concluded between Port of Gdansk Authority SA or nominated operator and Owner or his representative - agent.

§7

1. Wharfage for harbour and inland navigation vessels as well as fishing cutters and fishing boats for use of wharf or jetty amounts to per 1 GT:

No.	Ship type	Fee (EUR/1 GT)
1	Pusher tugs and tugs	0.06
2	Barges, scow and pontoon - no propulsion	0.01
3	Barges and scow with propulsion	0.03
4	Bunker tankers	0.03
5	Fishing cutters and fishing boats	0.00
6	Other ships	0.03

2. Annual wharfage is paid by vessels permanently employed in the harbour and operating within the harbour and within Gdansk Gulf. The declaration to settle annual wharfage and declaration of ship by the Owner, to determine the wharfage for a given year, should be made not later than by the end of December of the previous year.
3. The annual wharfage is determined by multiplying the lump rate specified in clause 1 by the coefficient 20. The annual wharfage is levied at the beginning of the calendar year and is due in maximum two equal instalments, payable by the end of the first and third quarter of the given year. Customers initiating activity during the course of the year place a declaration on payment within one month of starting activity and settle the full annual wharfage.
4. Ships not listed in clause 2 settle wharfage in lump sum according to clause 1.
5. Annual wharfage and wharfage in lump sum include berthing at wharf for four hours after completing operational or commercial activity. Berthing after this time is treated as demurrage. Conditions of demurrage at wharf shall be agreed in agreements, governed by civil law, concluded between Port of Gdansk Authority SA or nominated operator and Owner or his representative - agent.

§8

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

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

§9

1. Passenger fee collected for passengers embarking and disembarking:

No.	Ship type	Fee (EUR/1 passenger)
1	Ferries and passenger-cargo ship	0.65
2	Passenger ships and other seagoing ships	1.10
3	Harbour and inland navigation vessels in domestic traffic	0.00

2. Passenger charges are calculated on the basis of the number of passengers on the passenger list.
3. Passenger charges for a passenger making a round journey are collected once.
4. Passenger charges for seagoing ships cruising up to 80 sea miles amounts to 20% of the pertinent fee rate specified in clause 1 - No. 2 in the Table.

§10

Pursuant to recommendations of the International Labour Organisation (ILO) No. 138, Port of Gdansk Authority SA collects charges for the social and cultural fund for sailors, amounting to EUR 0.005/1 GT. Single charges cannot exceed EUR 70.00.

§11

Special provisions:

1. General cargo vessels carrying solely containers are charged like container vessels.
2. Single tonnage dues and wharfage are collected for seagoing ships leaving for the roadstead between loading and/ or unloading activity.
3. Annual fees following the principles specified in §4 and in §7 also apply to seagoing ships operating solely in Gdansk Gulf.
4. For the performance of technical tests in the sea areas of the Port of Gdansk Authority SA, a fee has been introduced, at an amount of EUR 250.00 per each test.
5. The fee rate mentioned in §3.2 and §6.2 for deep-sea container vessels over 60,000 GT shall be reduced by 50% within the time period of 52 weeks of the first call, provided the calls continue for the subsequent 26 weeks.
6. The provisions under §11.5 shall not be applicable if regular calls are suspended or entirely discontinued within the time period of 52 weeks of the first call or within 26 weeks following that time period.
7. The presently binding tariffs for other fees collected by the Port of Gdansk Authority SA (apart from the port fees specified in this tariff) remain in force.

8. This Tariff enters into force on 01.01.2012.