

PORT OF GDYNIA AUTHORITY S.A.  
JOINT-STOCK COMPANY  
**TARIFF OF HARBOUR DUES**

**Valid from 1<sup>st</sup> January 2006**

The Tariff established by the Port of Gdynia Authority, S.A. under  
Resolution no. 168/II/2004 of 18 August 2004  
Amendments adopted by the Company Management Board under  
Resolution No 082/III/2005  
Amendments adopted by the Company Management Board under  
Resolution No 036/III/2007

PORT OF GDYNIA AUTHORITY S.A.  
**TARIFF OF HARBOUR DUES**

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## **Part I: General Provisions**

### **§ 1.**

#### **Application of the Tariff**

1. The Tariff specifies amounts of harbour dues charged for the use of port facilities, established by the Management Board of the Port of Gdynia Authority S.A., herein and after referred to as „Port”, pursuant to Art. 8 of the Sea Harbours Law dated 20.12.1996 (consolidated text published in Dziennik Ustaw [Journal of Laws] no. 110 of 18th July, 2002, item 967 with subsequent amendments).
2. Rates of the Tariff are expressed in EUR.
3. Rates are converted into a the payment currency according to purchase exchange rate of the bank indicated in the invoice of the Port, as per the final day of using of the port facilities.
4. Payments resulting from the Tariff are subject to financial and foreign currency regulations of the Republic of Poland.
5. If a total sum of harbour dues charged, payable for the single call according to the Tariff, amounts to less than 10 EUR, the user of the port facilities is obliged to pay the amount of 10 EUR.
6. Each vessel calling at the port shall be obliged to present the Port an Arrival/Departure Report. This duty shall be performed by the ship's Master or an agent representing him and the contact person is the Port Chief Dispatcher. The Report should contain the following information:
  - Type of ship and her dimensions;
  - Ship's GT;
  - Name of the port the ship arrives from and the name of the port to which the ships proceeds;
  - Name of the shipowner / operator;
  - Quantity and type of cargo;
  - Number of passengers;
  - Names of the quays or berths;
  - Purpose for calling.

7. Amounts and types of ship wastes, to be collected by the port facilities within the tonnage dues, as well as conditions of the reception are stipulated in the Resolution of the Port of Gdynia Authority S.A. Management Board, the conditions for the collection of waste and cargo residues from ships. The Resolution has been published at the web site: [www.port.gdynia.pl](http://www.port.gdynia.pl)
8. The basis for the establishment of the amount of harbour dues calculated 1 GT shall be an appropriate and valid international tonnage certificate or a tonnage certificate specifying the ship's gross tonnage (GT). This document should be delivered either by the ship's Master or by his agent.
9. In case of tankers with double bottom or with segregated ballast tanks (SBT), the basis for the calculation of the dues shall be the gross tonnage (GT) reduced by the volume of the double bottom or by the volume of segregated ballast tanks, as they are specified in:
- Recognized certificate;
  - International tonnage certificate which, in its column „Remarks”, contains a proper entry pursuant to International Maritime Organisation's Resolution no. A.747 (18), provided that the double bottom meets the requirements of Rule 13 F of Appendix 1 to the Protocol of 1978 to the International Convention on Prevention of Sea Pollution by Ships, 1973, drawn up in London on 2 November 1973 including Appendices I, II, III, IV and V, and the Protocol of 1978 relating to this Convention, drawn up in London on 17<sup>th</sup> February, 1978 (Journal of Laws of 1987, no. 17, item 101).
10. If the vessel's tonnage certificate indicates various tonnages or if the vessel holds 2 tonnage certificates, then the basis for calculation of the dues shall be the higher tonnage. In case when it is not possible to specify the gross tonnage (GT):
- a) For a seagoing vessel– the tonnage and wharfage shall be charged on to a vessel gross volume (V) calculated as a product of its total length (L), maximum width (B) and its draft according to the summer mark (D). The result shall be rounded up to a full cubic meter according to the formula:  $1 \text{ GT} = 1.00 \text{ m}^3 \text{ V}$

- b) For a harbour service and inland navigation vessels – the tonnage and wharfage shall be charged on the vessel's gross volume (V) calculated as a product of its total length (L), maximum width (B) and moulded depth (H). The result shall be rounded up to a full cubic meter according to the formula:  $1 \text{ GT} = 0.25 \text{ m}^3 \text{ V}$
- c) For vessels with tonnage certificate expressed in GRT it is assumed for the purpose of due calculation that  $1 \text{ GRT} = 1 \text{ GT}$ .

11. Ship's classification by Lloyd's Register of Shipping will be the reference for the determination of the ship's type, with the provision that general cargo vessels carrying only containers shall be treated as a container vessel.

12. The maximum rate of the harbour dues shall be:

- a) For car carriers – 40,000 GT,
- b) For passenger vessels:
  - 50,000 GT (for vessels of tonnage 50,000 – 100,000 GT)
  - 65,000 GT (for vessels of tonnage over 100,000 GT).

## **§ 2. Explanatory Notes**

Terms used in the present Tariff mean:

1. "Seagoing Liners " –vessels servicing a regular line operating between Polish and/or foreign ports, accepted and registered by the Port and performed according to a sailing schedule, established at least one calendar month in advance, except for cases of arrivals and departures of vessels exclusively with full and complete cargo, if such a carriage is performed under charter agreement.
2. "Regular lines" – lines which should satisfy jointly all of the following requirements:
  - a) Maintain the frequency of calling according to the sailing schedule;
  - b) Renewal of the sailing schedule takes place 8 days before the date of the expiry of the previous schedule validity;
  - c) Any deviations from the dates stated in the sailing schedule should previously be communicated in writing to and accepted by the Port;
  - d) Earlier arrivals or departures than those resulting from the schedule shall be agreed with the Port;
  - e) Ship owner/ operator shall have the right to introduce other ships servicing the line than those mentioned in the schedule and/or to add additional ships. Names of such replacing or additional ships should be previously communicated in writing to and accepted by the Port. Additional ships should be declared at least 3 days before their arrival date.
3. "International measurement certificate" – measurement certificate issued pursuant to the International Convention on Measurement of Ship Tonnage of 1969, drawn up in London on 23rd June, 1969 (Journal of Laws of 1983, no. 56, item 247) or pursuant to other international agreement concerning the matter, with Republic of Poland being the party thereof.

4. "Recognised certificate" – International Certificate on Prevention of Oil Spills – IOPP, issued by the authority relevant to the ship's flag and confirming that the ship has the double bottom or separate ballast tanks.
5. "Week", to be applied in the calculation of harbour dues whose amount depends on the frequency of the ships' callings at the port, shall mean the time period starting on Sunday at 23.00 and ending on the next Sunday at 23.00.
6. "Inshore navigation" –navigation by sea at a distance not exceeding 20 nautical miles to the shore line of the Republic of Poland.

## Part II: Harbour Dues

### § 3. Tonnage Dues for Seagoing Vessels

1. The following are the rates of tonnage dues charged for:

No.	Type and size of vessel	Amount of due [EUR/1 GT]
1.	Car carriers	0.18
2.	General cargo vessels	0.49
3.	Refrigerated vessels	0.49
4.	Container vessels	0.22
5.	"Ro-ro" vessels	0.26
6.	Bulk carriers	0.52
7.	Passenger vessels	0.13
8.	Ferries	0.13
9.	Tankers	0.59
10.	Tugs, pusher-tugs, push trains and towing trains	0.40
11.	Cutters and fishing boats less than 35 m	0.00
12.	Other seagoing vessels	0.49

2. Amount of a tonnage due charged for seagoing liners and ferries calling at the port:

- a) at least 8 times a week is 40%,
- b) at least 6 times a week is 45%,
- c) at least 4 times a week is 50%,
- d) 3 times a week is 60%,
- e) twice a week is 65%,
- f) once a week is 70%,
- g) less frequently than once a week, but not less rarely than once a month is 75% - of the relevant rate of due specified in § 3 Section 1.

3. The amount of the tonnage due charged for the seagoing vessels carrying homogeneous cargo to/from Gdynia and with the frequency not less than 8 calls a quarter – is 80 % of the relevant rate of the due specified in § 3 Section 1. The reduction of due is granted provided that the Port accepts the service declared by the ship operator.
4. For the seagoing vessels which are newly built and for the vessels calling at the port or at a shipyard with the purpose of repair, conversion, demolition, shipbreaking, refuelling, replenishment of provisions or equipment materials or crew replacement and which do not perform any commercial transactions - if they stay in port or in shipyard only for the time necessary to perform the above mentioned operations - the amount of due charged is 25 % of the relevant rate specified in Section 1 above.
5. For the seagoing vessels calling for a stay in port only without performing any commercial transactions, the amount of due charged shall be 25 % of the rate specified in Section 1 above.
6. The seagoing vessels which perform commercial transactions in the port and then go to a shipyard or the other way round, shall be charged the full tonnage due.

**§ 4.**  
**Tonnage Dues for Inshore Vessels**

1. The following are the rates of tonnage dues charged for inshore vessels:

No.	Type and size of vessel	Amount of due [EUR/1 GT]
1.	Tugs and pusher-tugs	0.40
2.	Barges and pontoons – no propulsion	0.02
3.	Barges with propulsion	0.08
4.	Bunkering barges	0.10
5.	Other vessels	0.08

2. Annual tonnage dues are charged for vessels permanently employed in the port and other vessels indicated in the Tariff. The ship owner/operator should declare such vessels by the end of December of the preceding year at the latest, in order to establish a relevant rate of tonnage due.
3. Annual tonnage dues do not apply to commercial calls in the international traffic.
4. For passenger vessels of a tonnage below 1000 GT and for vessels mentioned in Section 2 above, the amount of the annual tonnage due is established at 20 times equal to one-time due as specified in § 3 Section 1 Item no. 7 and in § 4 Section 1, respectively.
5. One-time tonnage dues are paid by vessels other than those mentioned in Section 2 and 4 above.

**§ 5.**  
**Tonnage Dues for Other Vessels**

The following are tonnage dues charged for vessels calling at the port with the purpose other than commercial:

No.	Type and size of vessel	Exclusive purpose of calling at the port	Amount of due [EUR/1 GT]
1.	Each vessel	Shelter from bad weather	0.00
2.	Each vessel	Medical assistance to a sick crew member or a passenger	0.00
3.	Each vessel	Payment of an official courtesy call	0.00
4.	Inshore vessels	Repair, rebuilding, demolition or shipbreaking	0.00
5.	Inshore vessels	refuelling, replenishment of materials or equipment	0.00
6.	Each vessel less than 6 m long	In any case	0,00

**§ 6.**  
**Wharfage for Seagoing Vessels**

1. The following are wharfage for:

No.	Type and size of vessel	Time of using of port facilities	Amount of due [EUR/1 GT]
1.	Ferries, "ro-ro" ships, car carriers, passenger vessels	For the time of using the berth for operational or commercial purpose and for the first 4 hours after that	0.04
2.	Other vessels	For the time of using the berth for operational or commercial purpose and for the first 4 hours after that	0.11
3.	Each vessel	For each commenced 4 hour-period after 4 hours passed from the time of completion of operational or commercial operations	0.01

2. Amount of wharfage charge for sea liners and ferries calling at the port:

- a) at least 8 times a week is 40%,
- b) at least 6 times a week is 45%,
- c) at least 4 times a week is 50%,
- d) 3 times a week is 60%,
- e) twice a week is 65%,
- f) once a week is 70%,
- g) less frequently than once a week but not less rarely than once a month is 75% - of the relevant rate of due specified in § 6 Section 1.

3. The amount of wharfage charged for ships carrying homogeneous cargo from/to Gdynia and with the frequency not less than 8 calls a quarter – is 80 % of the relevant rate of due specified in § 6 Section 1. The reduction of due is granted provided that the Port accepts the service declared by the ship operator.
4. For newly built vessels and vessels calling at the port with the purpose of repair, rebuilding, demolition, shipbreaking, refuelling, replenishment of provisions or equipment materials, or crew replacement, but which do not perform any commercial transactions - if they stay in port only for the time necessary to perform the above mentioned operations - the amount of due charged is 25 % of the relevant rate specified in Section 1 above.
5. When a vessel in port, during loading/unloading operations, uses quays or terminals owned by the Port and by any other owner, the amount of wharfage charged by the Port is 50 % of the relevant rate mentioned in Section 1 above.
6. For vessels calling with the exclusive purpose to stay in port and not to perform any commercial transactions, the amount of due charged is 25 % of the rate specified in Section 1 above.
7. Conditions of ship's stay at a berth or in terminal owned by the Port can be the subject to civil law agreement between the Port and port facilities' user.

**§ 7.**  
**Wharfage for Inshore Vessels**

1. The following are wharfage for inshore vessels:

No.	Type and size of vessel	Amount of due [EUR/1 GT]
1.	Tugs and pusher-tugs	0.02
2.	Barges, scows and pontoons – no propulsion	0.02
3.	Barges and scows with propulsion	0.02
4.	Bunkering barges	0.02
5.	Other vessels	0.02

2. Annual wharfage are charged for inshore vessels permanently employed in the port and other vessels indicated in the Tariff.
3. The ship owner/operator should declare such vessels by the end of December of the preceding year at the latest, in order to establish a relevant rate of an annual wharfage due.
4. For passenger vessels of a tonnage below 1000 GT and for vessels mentioned in Section 2 above, the amount of the annual wharfage is established at 20 times equal to one-time due as specified in § 6 Section 1 position no. 1 and in § 7 Section 1, respectively.
5. One-time wharfage is paid by vessels other than those mentioned in Section 2 and 4 above.
6. Annual and one-time wharfage shall apply to vessels staying at berth for up to 4 hours after completion of their operations. If an inshore vessel stays at berth after that, this shall be treated as a stay in port. The conditions for a stay of an inshore vessel at a berth or in terminal owned by the Port are the subject to civil law agreement between the Port and ship's owner/operator.

**§ 8.**  
**Wharfage for Other Vessels**

The following are wharfage charged for vessels calling at the port with the purpose other than commercial:

No.	Type and size of vessel	Exclusive purpose of calling at the port	Amount of due [EUR/1 GT]
1.	Each vessel	Shelter from bad weather	0.00
2.	Each vessel	Medical assistance to a sick crew member or a passenger	0.00
3.	Each vessel	Payment of an official courtesy call	0.00
4.	Inshore vessel	Repair, rebuilding, demolition or shipbreaking	0.00
5.	Inshore vessel	Refuelling, replenishment of materials or equipment	0.00
6.	Each vessel less than 6 m long	In any case	0.00

**§ 9.**  
**Passenger Dues**

1. The following are the passenger dues:

No.	Type and size of ship	Amount of due [EUR/passenger]
1.	Ferries	0.90
2.	Passenger vessels and other vessels of a tonnage over 1,000 GT	0.90
3.	Passenger vessels and other vessels of a tonnage below 1,000 GT	0.25
4.	Each inshore vessel of tonnage below 1,000 GT	0.00

2. The amount of the passenger due shall be calculated on the basis of the number of passengers listed on the passenger list.

### **Part III: Additional Provisions**

#### **§ 10.**

In specific cases, the Management Board of the Port, having in consideration the principle of an equal treatment and non-discrimination of the port facility users and the principles of efficient management, upon a justified request made in writing and submitted by a ship owner/operator, may grant discounts on fixed harbour dues of the Tariff.

#### **§ 11.**

Pursuant to the Recommendation no. 138 of the International Labour Organisation, the Port shall collect a fee for a social and cultural fund for seafarers in the amount of 0.005/1 GT. The fee should not exceed one-time EUR 70.00.

#### **§ 12.**

The present Tariff has been published and is available for public at the port web site at [www.port.gdynia.pl](http://www.port.gdynia.pl). It is also available in a paper copy at the seat of the Port.

#### **§ 13.**

The use of the port facilities results in the user's obligation to pay harbour dues provided in the Tariff.

#### **§ 14.**

The present Tariff comes into force on 1st January, 2006.