

PORT OF GDYNIA AUTHORITY S.A.  
JOINT-STOCK COMPANY

**TARIFF OF HARBOUR DUES**

**Valid from 01 August 2020**

**Notice:**

**In the event of any inconsistency or conflict between the Polish and the English version, the Polish version shall prevail.**

The Tariff established by the Port of Gdynia Authority, S.A.  
under Resolution no. 118/VII/2020 of 05 May 2020  
adopted by the Company Management Board

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

Contents:

**Part I: General Provisions**

§ 1. Application of the Tariff ..... page 3  
§ 2. Explanatory Notes ..... page 5

**Part II: Harbour Dues**

§ 3. Tonnage Dues for Seagoing Vessels.....page 6  
§ 4. Tonnage Dues for Inshore Vessels..... page 8  
§ 5. Tonnage Dues for Other Vessels ..... page 9  
§ 6. Wharfage for Seagoing Vessels ..... page 10  
§ 7. Wharfage for Inshore Vessels ..... page 12  
§ 8. Wharfage for Other Vessels ..... page 13  
§ 9. Passenger Dues ..... page 14  
§10. Other harbour dues..... page 15

**Part III: Additional Provisions** ..... page 15

## Part I: General Provisions

### § 1.

#### Application of the Tariff

1. The Tariff specifies amounts of harbour dues charged for the use of port infrastructure, 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 Act on ports and sea harbours of 20.12.1996 with subsequent amendments and Regulation (EU) 2017/352 of 15 February 2017.
2. Rates of the Tariff are net amounts and given in PLN.
3. Payments resulting from the Tariff are subject to financial regulations and provisions of the law of the Republic of Poland.
4. If a total sum of harbour dues charged, payable for the single call according to the Tariff, amounts to less than 100.00 PLN, the user of the port infrastructure is obliged to pay the amount of 100.00 PLN.
5. Each vessel calling at the port shall be obliged to present the Port a General Declaration ( IMO FAL Form 1 ) – except for ships to which §4 clauses 2 and 3 and §7 clauses 2 and 3 apply. This duty shall be performed by the ship's Master or an agent representing him and the contact person is the Port's Chief Dispatcher: [dyspozytor@port.gdynia.pl](mailto:dyspozytor@port.gdynia.pl); fax: +48 58 6215370. The Declaration should contain the following information:
  - Name and IMO number of the ship;
  - Type of ship and her dimensions;
  - Ship's GT and DWT;
  - Name of the port the ship arrives from and the name of the port to which the ship proceeds;
  - Name of the shipowner / operator, agent and contact data;
  - Quantity and type of cargo;
  - Number of passengers;
  - Names of the quays or berths;
  - Purpose for calling.
  - Detailed data of port's dues payer.

Seagoing vessels are obliged to provide information on waste on board. The information about amount and type of waste shall be provided via the Polish Harbour Information and Control System (PHICS) before entering the port. The conditions and charges for their reception are stipulated in the Resolution of the Port of Gdynia Authority S.A. Management Board on 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)

6. The basis for the establishment of the amount of harbour dues calculated per 1 GT shall be the relevant and valid International Tonnage Certificate or a valid ship safety certificate specifying the ship's gross tonnage (GT). This document should be delivered either by the ship's Master or by his agent.
7. 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 ( IOPP );
  - International Tonnage Certificate.
8. If the vessel's tonnage certificate indicates various tonnages or if the vessel holds 2 tonnage certificates, then the basis for calculation of the port 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 a vessel from her gross volume (V) calculated as a product of its total length (L), maximum breadth (B) and its draft as per 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 due and wharfage shall be charged on the vessel's gross volume (V) calculated as a product of its total length (L), maximum breadth (B) and its draft as per summer mark (D). 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 given in GRT it is assumed for the purpose of port dues calculation that  $1 \text{ GRT} = 1 \text{ GT}$ .
9. 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. In case when the ship is not specified in LRS – the basis is other submitted Tonnage Certificate.
10. In case of vessels leaving a shipyard after conversion or repair, the basis for calculation the port dues is the GT of the vessel as of the day of leaving the port.
11. Exemption from the payment of port dues - according to Article 8, p.3 and 4 of the Act on port and harbours ( Dz.U. of IX 2019, item 1716 )

**§2.**  
**Explanatory Notes**

1. "Regular Line" – shipping line operating between Port of Gdynia and/or Polish or foreign ports, accepted and registered by the Port of Gdynia Authority 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 party agreement. Regular Line is formally registered after trial period - 3 consecutive calls according to published sailing schedule. Port of Gdynia Authority has the right to cancel the status of the Regular Line in case of no calls in the period of:
  - 2 weeks for vessels calling Gdynia more or once a week,
  - 3 months for vessels calling Gdynia less frequently than once a week,
  - 6 months for vessels calling Gdynia not less rarely than once a quarter.
2. "International measurement certificate" – measurement certificate issued pursuant to the International Convention on Measurement of Ship Tonnage of 1969, drawn up in London on 23 June 1969 (Official 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.
3. "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 segregated ballast tanks.
4. "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.
5. "Inshore navigation" –navigation by sea in the Gulf of Gdansk, within the meaning of this tariff, limited by the line linking Hel with the point marking the Polish-Russian state border on the Vistula Spit.

**§ 3.**  
**Tonnage Dues for Seagoing Vessels**

1. The following are the tonnage dues charged for:

No.	Type and size of vessel	Amount of due [PLN/1 GT]
1.	Car carriers	0.67
2.	General cargo vessels	2.10
3.	Refrigerated vessels	2.10
4.	Container vessels	0.81
5.	"Ro-ro" vessels	0.98
6.	Bulk carriers	2.22
7.	Passenger vessels	0.40
8.	Ferries	0.58
9.	Tankers	2.56
10.	Tugs, pusher-tugs, push trains and towing trains	1.60
11.	Cutters and fishing boats less than 35 m	0.00
12.	Other seagoing vessels	2.10

2. Discount on the tonnage dues charged for seagoing liners and ferries calling at the port:

- a) at least 12 times a week is 60%,
  - b) at least 8 times a week is 55%,
  - c) at least 6 times a week is 50%,
  - d) at least 4 times a week is 45%,
  - e) 3 times a week is 35%,
  - f) twice a week is 30%,
  - g) once a week is 25%,
  - h) less frequently than once a week, but not less rarely than once a month is 20%,
  - i) not less rarely than once a quarter is 10%
- of the relevant due specified above ( §3,p.1 ).

3. Discount on the tonnage due charged for the passenger vessels ( §3, p.1, lp.7 )

- a. 20% - 2<sup>nd</sup> and 3<sup>rd</sup> call,
- b. 40% - 4<sup>th</sup> and 5<sup>th</sup> call,
- c. 50% - 6<sup>th</sup> and more calls.

The reduction is granted for the same vessel calling port in the calendar year.

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 is 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 without performing any commercial transactions, the amount of due charged shall be 75 % 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 [PLN/1 GT]
1.	Tugs and pusher-tugs	1.60
2.	Barges and pontoons – no propulsion	0.09
3.	Barges with propulsion	0.19
4.	Bunkering barges	0.27
5.	Cutters and fishing boats less than 35m long	0.00
6.	Other vessels	0.19

2. Annual tonnage dues are charged for vessels permanently employed in the port and operating within the harbour and within the Gdansk Bay. 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 of below 1000 GT and for vessels mentioned in Section 2 above, the amount of the annual tonnage due is established at 30 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 [PLN/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
7.	Research and training vessels	In any case excluding commercial voyages	0.00

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

1. The following is wharfage for:

No.	Type and size of vessel	Time of using of port facilities	Amount of due [PLN/1 GT]
1.	Ferries, "ro-ro" ships, car carriers, passenger vessels	For the time of using the wharf for operational or commercial purpose and for the first 4 hours after that	0.19
2.	Other vessels	For the time of using the wharf for operational or commercial purpose and for the first 4 hours after that	0.50
3.	Each vessel	For each commenced 4 hour-period after 4 hours passed from the time of completion of operational or commercial operations	0.19

2. Discount on the wharfage charge for seagoing liners and ferries calling at the port:

- a) at least 12 times a week is 60%,
  - b) at least 8 times a week is 55%,
  - c) at least 6 times a week is 50%,
  - d) at least 4 times a week is 45%,
  - e) 3 times a week is 35%,
  - f) twice a week is 30%,
  - g) once a week is 25%,
  - h) less frequently than once a week but not less rarely than once a month is 20%,
  - i) not less rarely than once a quarter is 10%
- of the relevant rate specified in § 6 Section 1.

3. 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.
4. When a vessel in port, during loading/unloading operations, uses quays or berths 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.
5. For vessels calling with the exclusive purpose to stay in port and not to perform any commercial transactions, the amount of due charged is 75 % of the rate specified in Section 1 above.
6. Conditions of ship's stay at a wharf or at a berth owned by the Port can be agreed under civil law agreement between the Port and port facilities' user.

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

1. The following is wharfage for inshore vessels:

No.	Type and size of vessel	Amount of due [PLN/1 GT]
1.	Tugs and pusher-tugs	0.09
2.	Barges, scows and pontoons – no propulsion	0.09
3.	Barges and scows with propulsion	0.09
4.	Bunkering barges	0.09
5.	Other vessels	0.09

2. Annual wharfage is charged for inshore vessels permanently employed in the port and operating within the harbour and within the Gdansk Bay. 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.
3. 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 30 times one-time due as specified in § 3 Section 1 and in § 7 Section 1, respectively.
4. One-time wharfage is paid by vessels other than those mentioned in Section 2 and 3 above.
5. Annual and one-time wharfage shall apply to vessels staying at wharf for up to 4 hours after completion of their operations. If an inshore vessel stays at wharf after that time, this shall be treated as a stay in port. The conditions for a stay of an inshore vessel at a wharf or at berth owned by the Port can be agreed under civil law agreement between the Port and ship's owner/operator.

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

The following is 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 [PLN/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
7.	Research and training vessels	In any case excluding commercial voyages	0.00

**§ 9.**  
**Passenger Dues**

1. The following are the passenger dues:

No.	Type and size of vessel	Amount of due [PLN/passenger]
1.	Ferries	4.96
2.	Passenger vessels and other vessels of a tonnage of over 1,000 GT	4.96
3.	Passenger vessels and other vessels of a tonnage of below 1,000 GT	2.27
4.	Each inshore vessel of a tonnage of 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. Transit passenger on a cruise ship is counted once.

**§ 10.**  
**Other port dues**

1. Environmental fee:

PLN 0.18 / 1GT

The fee to be paid is reduced by the following scale if the vessel submits a valid ESI Certificate of the WPCI to Gdynia Port ([dyspozytor@port.gdynia.pl](mailto:dyspozytor@port.gdynia.pl)):

- a) ESI points 40.0 – 59.9      - 10%
- b) ESI points 60.0 – 79.9      - 30%
- c) ESI points ≥80.0            - 50%

Units exempt from the fee: no propulsion units, cutters and fishing boats less than 35m long.

2. Railway fee – for the use of the port railway infrastructure:

PLN 0.00 / railway unit ( vehicle )

3. Road fee – for the use of the port road infrastructure:

PLN 0.00 / road transport unit

**Part III: Additional Provisions**

**§11**

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.

**§12.**

Pursuant to the Recommendation No. 138 of the International Labour Organisation ( ILO ), the Port shall collect a fee for a social and cultural fund for seafarers in the amount of PLN 0.02/1GT. The fee should not exceed one-time PLN 300.00.

**§13.**

The fees 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 (GUS) for the preceding year only if the index value is above 100. Fee changes on account of indexation shall not amend the provisions of the Tariff. The fees subject to indexation as described above shall apply as of April 1st of each calendar year.

**§14.**

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).

**§15.**

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

**§16.**

The present Tariff shall come into force on August 1<sup>st</sup> ,2020,with the new provisions for passenger vessels ( cruise ) being effective from April 1<sup>st</sup>, 2021.