

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

**Valid from 01 April 2024**

**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. 017/VIII/2024 of 24 January 2024  
adopted by the Company Management Board

**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 infrastructure, established by the Port of Gdynia, pursuant to Art. 8 of the Act and Regulation (EU) 2017/352 of 15 February 2017.
2. Rates of the Tariff are 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. Payment shall be made 21 days at the latest after the date of invoice. Port declares, that invoices will be send via e-mail: [faktury@port.gdynia.pl](mailto:faktury@port.gdynia.pl).
5. Rates of the Tariff are net amounts. VAT will be added to all charges in accordance with Polish law, at the rate applicable on the day the service was performed, and appropriate for the type of service.
6. 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.
7. Each vessel calling at the port shall be obliged to present the Port a General Declaration (IMO FAL Form 1) before entering the port. This duty shall be performed by the ship's Master or an agent representing him via PCS-MM platform. The Declaration should contain the following information:
  - Name, IMO number and call sign 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,
  - Purpose for calling,
  - Quantity ( tons or units ) and type of cargo,
  - Dangerous goods declaration,
  - Validity for the certificate of financial guarantee – tanker carrying more than 2,000 tons of oil,
  - Number of crew and passengers,
  - Names of quays or berths,
  - Detailed data of port's dues payer, including contact details of the payer (e-mail address for sending invoice and e-mail address for sending notice of payment);
  - Valid ESI Certificate and/or CSI Certificate.
8. Fees for the provision of port services for the reception and handling of ship generated waste, including quantities and types of such waste delivered to port reception facilities as well as conditions of its reception, are stipulated in the Resolution of the Port of

Gdynia 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).

Seagoing vessels are obliged to provide information on waste on board, along with waste designated for reception in the port via the National Single Window (NSW, control and information system for polish ports) before entering the port. In case of change of that information during the stay in the port, appropriate correction should be sent to the Port's Main Dispatcher via e-mail: [dyspozytor@port.gdynia.pl](mailto:dyspozytor@port.gdynia.pl).

9. 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.
10. 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 Certificate),
  - International Tonnage Certificate.
11. 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 it is not possible to specify the gross tonnage (GT):
  - a) For a seagoing vessel – harbour dues 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 (T). The result shall be rounded up to a full cubic meter according to the formula:  $GT = V$ ,
  - b) For a harbour service and inland navigation vessels – harbour dues shall be charged on the vessel's gross volume (V) calculated as a product of its total length (L), maximum breadth (B) and its vessel height (H). The result shall be rounded up to a full cubic meter according to the formula:  $GT = 25\% V$ ,
  - c) For vessels with tonnage certificate given in GRT it is assumed, for the purpose of harbour dues calculation, that  $1 GT = 1 GRT$ .
12. 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 recognized and submitted Tonnage Certificate.
13. In case of vessels leaving a shipyard after conversion or repair, the basis for calculation of the port dues is the GT of the vessel as of the day of leaving the port.
14. Exemption from the payment of port dues - according to Article 8, p.3 and 4 of the Act.
15. Port fees are not collected from vessels performing hydrotechnical works commissioned by the Port of Gdynia, and relevant provisions have been included in the contract between the Port of Gdynia and a given contractor.

16. Cruise vessel which did not call the port despite booking a berth will be charged a cancellation fee equal to 20% of due port fees (excluding passenger charge). The fee will not be charged in case of cancellation of the ship's call up to 72 hours before the announced arrival.
17. A vessel moored to the side of another vessel, which is moored to a quay or pier belonging to the Port of Gdynia, is subject to the wharfage fee in the amount calculated in accordance with § 6 - 8 of this Tariff.

## **§ 2. Explanatory Notes**

1. "Regular Line" – shipping line operating between Port and/or polish or foreign ports, registered via e-mail: [handlowy@port.gdynia.pl](mailto:handlowy@port.gdynia.pl) and accepted by the Port of Gdynia 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 a trial period of 3 consecutive calls according to published sailing schedule.  
Port of Gdynia 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 at least once a quarter.
2. Shipowner can replace and/or add other vessels to the registered regular line. The names of these vessels should be notified to the Port of Gdynia in writing via e-mail address: [dyspozytor@port.gdynia.pl](mailto:dyspozytor@port.gdynia.pl) – not later than 48 hours before the date of arrival.
3. "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.
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. Within the meaning of this Tariff, bunkering barges - performing bunkering only - voyages on the Szczecin / Świnoujście - Gdynia route are also considered Inshore navigation vessels.
6. ESI Certificate - Environmental Ship Index identifies maritime ships that achieves better results in emission reduction than required by the current emission standards of the

International Maritime Organization (IMO). The certificate is part of the World Ports Sustainability Program ([www.environmentalshipindex.org](http://www.environmentalshipindex.org)).

7. CSI Certificate – Clean Shipping Index is an independent and holistic system for labelling the environmental performance of ships. The certification is developed by the Swedish Environmental Research Institute IVL ([www.cleanshippingindex.com](http://www.cleanshippingindex.com)).
8. PCS – Port Community System, a neutral and open digital platform that integrates other already operated systems. It enables safe and intelligent exchange of data between private and public stakeholders of the Port of Gdynia in order to improve the cargo handling efficiency. PCS is an element of port infrastructure of the Port of Gdynia and is managed by Polski PCS Sp. z o.o. with headquarters in Szczecin and registered under KRS number 0000704544.
9. PCS-MM – a brokerage module of Port Community System – a module is a part of PCS designed to shorten the time of formalities related to the entry of the ship into the sea port. The module is a digital platform designated for electronic data exchange related to ships' visits in the port. It is a tool of digital support dedicated for port users such as ship's agent, ship's captain, shipowner, allowing a full re-usage of the data. The use of PCS-MM is possible after creating an access account that can be obtained by submitting an application at: [biuro@polskipcs.pl](mailto:biuro@polskipcs.pl).
10. PCS-MT – a brokerage module of Port Community System – a module is a part of PCS, designed for automatic handling of messages in the EDIFACT format related with goods in containers stored or reloaded in terminals in the port. This handling consists in sending and compiling the information contained in the IT system of the terminal (the entity operating the temporary storage warehouse) with the information contained in the systems of the National Revenue Administration (Krajowa Administracja Skarbowa, KAS) regarding the inclusion of declared goods in a given container under customs procedures, for the purpose of customs release of these goods under the relevant customs procedure, and on the transfer to the terminal's IT system of information that the appropriate authority of the KAS has issued a confirmation of the EU customs status of the declared goods contained in the container. Using PCS-MT is voluntary and payable.
11. Port of Gdynia – Port of Gdynia Authority S.A., an entity managing the sea port in Gdynia, authorized under the Act to establish and collect port dues.
12. Port – a sea port in Gdynia, which borders are determined by Regulation of the Minister of Maritime Economy and Inland Navigation of 27 April 2020 on the boundaries of the sea port in Gdynia (i.e. Journal of Laws of 2020, item 822).
13. The Act – Act of 20 December 1996 on sea ports and harbours (Journal of Laws of 2022, item 1624).

## Part II: Harbour Dues

### § 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	1.00
2.	General cargo vessels	3.15
3.	Refrigerated vessels	3.21
4.	Container vessels	1.11
5.	"Ro-ro" vessels	1.41
6.	Bulk carriers	3.41
7.	Passenger vessels	0.57
8.	Ferries	0.74
9.	Tankers	4.07
10.	Tugs, pusher-tugs, push trains and towing trains	2.27
12.	Other seagoing vessels	3.15

2. Discount on the tonnage dues charged for seagoing vessels under regular lines calling at the port:
- at least 12 times a week is 60%,
  - at least 8 times a week is 55%,
  - at least 6 times a week is 50%,
  - at least 4 times a week is 45%,
  - 3 times a week is 35%,
  - twice a week is 30%,
  - once a week is 25%,
  - less frequently than once a week, but at least once a month is 20%,
  - at least once a quarter is 10%
- of the relevant due specified above (§ 3, section 1). The discount is calculated jointly for all units employed within a given regular line operating under one brand name.
3. Discount on the tonnage due charged for the passenger vessels (§ 3, section 1, item no. 7):
- 20% - 2<sup>nd</sup> and 3<sup>rd</sup> call,
  - 40% - 4<sup>th</sup> and 5<sup>th</sup> call,
  - 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 activities - if their stay in the port or shipyard is limited to 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. The provisions of sections 2, 3 above shall not apply.

If such a vessel is part of a push trains and towing trains, it shall be subject to the tonnage due rate in accordance with the types of vessels indicated in section 1.

5. For the seagoing vessels calling for a stay in port without performing any commercial activities, the amount of due charged shall be 75% of the rate specified in section 1 above. The provisions of sections 2, 3, 4 above shall not apply.
6. The seagoing vessels which perform commercial activities in the port and then go to a shipyard or the other way round, shall be charged the full tonnage due, taking into account appropriate discounts for registered regular line.

#### **§ 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, pusher-tugs, push trains and towing trains	2.27
2.	Barges and pontoons – no propulsion	0.13
3.	Barges with propulsion	0.26
4.	Bunkering barges (performing only bunkering operations)	0.38
5.	Cutters and fishing boats less than 35m long	0.00
6.	Other vessels	0.26

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. Each additional vessel commencing permanent employment at the port, during the calendar year, may be notified for the annual flat-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 1,000 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 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	Performing 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 12 hours prior and the first 4 hours after that	0.24
2.	Other vessels	For the time of using the wharf for operational or commercial purpose and for the 12 hours prior and the first 4 hours after that	0.64
3.	Each vessel	For each commenced 4 hour-period after 4 hours passed from the time of completion of operational or commercial operations	0.24
4.	Each vessel	For the time of using the wharf above 12 hours prior commencing of operational or commercial operations	PLN 25.62 / 1 m of total length (LOA) / each commenced day

2. Discount on the wharfage charge for seagoing vessels under regular lines 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 at least once a month is 20%,
  - i) at least once a quarter is 10%

of the relevant rate specified above (§ 6, section 1, item no. 1-3). The discount is calculated jointly for all units employed within a given regular line operating under one brand name.
  
3. For newly built vessels and vessels calling at the port with the purpose of repair, rebuilding, demolition, shipbreaking, but which do not perform any commercial activities - if their stay in the port is limited to the time necessary to perform the above mentioned operations, but no longer than 168 hours - the amount of due charged is 25% of the relevant rate specified in section 1 above. The provisions of the section 2 above shall not apply.  
 Conditions of ship's stay at a wharf above mentioned period – according to section 7 of this paragraph.
  
4. For ships calling at the port with the purpose of refuelling, replenishment of provisions or equipment materials, or crew replacement, but which do not perform any commercial activities – if their stay in the port is limited to the time necessary to perform the above mentioned operations, but no longer than 120 hours – the amount of due charged is 25% of the relevant rate specified in section 1 above. The provisions of the section 2 above shall not apply.  
 Conditions of ship's stay at a wharf above mentioned period – according to section 7 of this paragraph.
  
5. In case a vessel is using wharf owned by the Port of Gdynia and / or other owner, while performing a cargo handling operations, the wharfage charge is divided and charged, if the owner is:
  - a) only Port of Gdynia: for the Port of Gdynia 100%,
  - b) Port of Gdynia and other owner: for the Port of Gdynia 50%,
  - c) Port of Gdynia and other owner, including partly Port of Gdynia: for the Port of Gdynia  $50\% + 50\% * x\%$  of a ship's length occupying wharf owned by the Port of Gdynia,
  - d) Port of Gdynia and other owner, including partly Port of Gdynia (several times): for the Port of Gdynia  $50\% + 50\% * \text{greater } \%$  of a ship's length occupying wharf owned by the Port of Gdynia,
  - e) partly Port of Gdynia: for the Port of Gdynia  $50\% * x\%$  of a ship's length occupying wharf owned by the Port of Gdynia,
  - f) other owner: for the Port of Gdynia 0%.

Regardless of which of the above variants occurred, the wharfage charged by the Port of Gdynia may not exceed 100%, i.e. the rate indicated in point a) above. Other discounts, including linear discounts, are taken into account accordingly.

6. For vessels calling with the exclusive purpose to stay in port and not to perform any commercial activities, the amount of due charged is 75% of the rate specified in section 1 above, if ship's stay lasts no longer than 168 hours. The provisions of sections 2, 3, 4, 5 above shall not apply.  
Conditions of ship's stay at a wharf above mentioned period – according to section 7 of this paragraph.
7. Conditions of ship's stay at a wharf or at a berth owned by the Port of Gdynia can be agreed under civil law agreement between the Port of Gdynia 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	0.11
2.	Barges, scows and pontoons – no propulsion	0.11
3.	Barges and scows with propulsion	0.11
4.	Bunkering barges (performing only bunkering operations)	0.11
5.	Other vessels	0.11

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. Each additional vessel commencing permanent employment at the Port of Gdynia, during the calendar year, may be notified for the annual flat-rate of wharfage.
3. For passenger vessels of a tonnage below 1,000 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 § 6 section 1 item no. 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 covers staying of the vessel 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 the port. The conditions for a stay of an inshore vessel at a wharf or at berth owned by the Port of Gdynia can be agreed under civil law agreement between the Port of Gdynia 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	Performing 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	6.53
2.	Passenger vessels and other vessels of a tonnage of over 1,000 GT	7.03
3.	Passenger vessels and other vessels of a tonnage of below 1,000 GT	3.07
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** – for vessels entering the port or permanently employed in the port:  
- PLN 0.25 / 1 GT

The due fee is reduced by the following scale if the vessel submits a valid ESI Certificate and/or CSI Certificate to the Port of Gdynia ([dyspozytor@port.gdynia.pl](mailto:dyspozytor@port.gdynia.pl)):

ESI points	CSI points	Reduction [%]
40.0 – 59.9	45.0 – 74.9	10%
60.0 – 79.9	75.0 – 109.9	30%
80.0 – 100.0	110.0 – 150.0	50%

The certificate more favourable to the ship will be used to calculate the environmental fee. 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's railway infrastructure:  
- PLN 0.00 / railway unit ( vehicle ).
3. **Road fee** – for the use of the port's road infrastructure:  
- PLN 0.00 / road transport unit.
4. The following are the **teleinformatic dues**, related to the handling of calls in the digital systems of the Port of Gdynia, established for vessels entering the port or vessels permanently employed in the port in the amount of:

No.	Type and size of vessel	Amount of due [PLN/1 GT]
1.	Car carriers	0.02
2.	General cargo vessels	0.08
3.	Refrigerated vessels	0.07
4.	Container vessels	0.15
5.	"Ro-ro" vessels	0.04
6.	Bulk carriers	0.05
7.	Passenger vessels	0.01
8.	Ferries	0.03
9.	Tankers	0.06
10.	Tugs, pusher-tugs, push trains and towing trains	0.03
12.	Other vessels	0.06

5. There is a **fee for using PCS-MT** in the amount of PLN 9.91, which is charged for each container, regardless of its size, in relation to which the cargo owner, or his representative, declared the choice of PCS-MT to handle EDIFACT messages for the goods contained in a given container and such handling has been performed. The fee is collected from the cargo owner, or his representative.  
In separate statement, Port of Gdynia Authority S.A. will announce, one month in advance, the date of the fee implementation.
6. Annual environmental and teleinformatic fee is charged for inshore vessels permanently employed in the port and operating within the harbour and within the inshore navigation. 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 environmental and teleinformatic fee. Each additional vessel commencing permanent employment at the Port of Gdynia, during the calendar year, may be notified for the annual flat-rate of environmental and teleinformatic fee.
7. For passenger vessels of a tonnage below 1,000 GT and for vessels mentioned in section 6 above, the amount of the annual environmental and teleinformatic fee is established at 30 times one-time due as specified in section 1 and 4, respectively.
8. One-time environmental and teleinformatic fee is paid by vessels other than those mentioned in section 6 and 7 above.

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

#### **§ 11.**

In specific cases or in situations not foreseen in the Tariff, the Port of Gdynia, 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 shipowner/operator, may grant discounts on fixed harbour dues of the Tariff or agree an individual conditions concerning use of port infrastructure.

#### **§ 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 selected rates, if the Port of Gdynia decides so, shall be subject to indexation in each calendar year by not more than 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. Rates' changes on account of indexation shall not be understood as the amendment of the Tariff. The rates subject to indexation as described

above shall apply as of April 1st of each calendar year and will be immediately, after the publication by the GUS, included in this Tariff.

**§ 14.**

The present Tariff has been published and is available for public at the port's web site at [www.port.gdynia.pl](http://www.port.gdynia.pl).

**§ 15.**

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