

Services Tariff

Ferry Terminal in Świnoujście

with changes effective from

04/01/2022

Approved by Resolution No 12
of the Board of Directors on 21 January 2020
with later changes

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Section 1. Calculation of fees and charges referred to in the Tariff

1. Services covered by this Tariff (the "**Tariff**") are regulated by the valid "General conditions for the provision of services in the ferry terminal in Świnoujście".
2. Rates in the Tariff are expressed in the Polish zloty (PLN).
3. Rates in the Tariff are expressed in their net values, i.e. excluding value added tax (VAT). Rates in the Tariff are subject to statutory VAT valid on the date of the service.
4. The minimum fee in the fare is PLN 40.00.
5. All service charges in the Tariff expressed as percentage figures shall be levied on the principal (basic) charges.
6. For the purpose of calculating charges in the Tariff, the weight of the load shall be rounded up to 100 kg.
7. In the case of seaborne break bulk, charges in the Tariff shall be calculated based on the weight of cargo stated in the IMO entry or departure declaration (FAL). The cargo weight declared shall be identical with that given in the cargo manifest. In case of a discrepancy between the contents of documents referred to in the preceding sentence, the higher weight indicated in the documents shall be adopted while calculating charges specified in the Tariff.
8. The charges listed in the Tariff shall be payable only by transfer to the bank account of the Ports Authority within 21 days of the date of the document that specifies the relevant charge, or up to 14 days from the date of an aggregate document for a period of up to one week (i.e. Monday to Sunday) and the payment period cannot exceed the end of a calendar month.
9. Rates specified in the Tariff are subject to indexation after the end of each calendar year against the average annual increase in the consumer price index published by the President of the Central Statistical Office (CSO) for the previous year, provided the index exceeds 100. The amendment of the rates due to indexation does not constitute a change of the tariff terms and conditions. The rates indexed in the above-mentioned manner are effective from 1st April of each calendar year and shall be included in the Tariff immediately after the publication by the CSO. The first indexation of rates will take place in April 2023.
10. Unless the Tariff specifies otherwise, every term shall have the meaning defined in the document referred to in Section 1 (1) of the Tariff, and in the absence of a definition in this document, the meaning defined in the "Port Tariff " adopted by ZARZĄD MORSKICH PORTÓW SZCZECIN I ŚWINOUJŚCIE Spółka Akcyjna (THE SZCZECIN AND ŚWINOUJŚCIE SEAPORTS AUTHORITY, or the Seaports Authority) having its registered office in Szczecin, address: ul. Bytomska 7, 70-603 Szczecin, Poland; entry to the Register of Entrepreneurs of the National Court Register under the number: KRS 0000033768, Court of Registration: Szczecin-Centrum District Court in Szczecin, REGON: 811649448, VAT No: 9551889161 pursuant to Article 8 of the Act of 20 December 1996 on ports and harbours in relation to Art.10 of the Act of 12 September 2002 on port reception facilities for ship-generated waste and cargo residues.

Section 2. Mooring and unmooring

No	Ship	Charge (PLN / 1GT)
1.	Sea-going ships	0,03846
2.	Inland waterway vessels	0,04662

Explanatory notes:

- (i) Mooring/unmooring charge shall be calculated based on the gross tonnage (GT) as specified to the valid International Tonnage Certificate issued according to the 'International Convention on Tonnage Measurement of Ships' made in London on 23 June 1969.
- (ii) In the case of ships having a tonnage certificate that specifies their gross registered tonnage (GRT), the charge shall be calculated based on the assumption that 1 GRT = 1 GT.
- (iii) Where it is not possible to determine the gross tonnage of a vessel (GT) or gross registered tonnage (GRT), the port charge shall be based on the tonnage of the vessel expressed in cubic meters, i.e. the product of the total length, maximum width and maximum draft according to the summer freshwater line, rounded up to the nearest cubic meter; It is assumed that 1 m³ = 1 GT.
- (iv) Where different tonnages of the vessel are shown in the international tonnage certificate or the vessel holds more than one international tonnage certificate, relevant port charges shall be based on the highest tonnage specified in these documents.

Section 3. Unloading or loading

1. Charges for loading or unloading of self-propelled vehicles with drivers, per vehicle:

1.1 passenger cars

a) up to 70,000 vehicles	PLN 16.00
b) 70,001 to 140,000 vehicles	PLN 13.00
c) more than 140,000 vehicles	PLN 11.00

1.2 trucks

a) up to 70,000 vehicles	PLN 30.00
b) 70,001 to 150,000 vehicles	PLN 24.50
c) 150,001 to 220,000 vehicles	PLN 22.00
d) 220,001 to 300,000 vehicles	PLN 21.50
e) more than 300,000 vehicles	PLN 21.00

1.3 Coaches

PLN 30.00

Explanatory notes:

- (i) The type of vehicle shall be determined based on information in the registration certificate or its equivalent.
- (ii) Where vehicles are loaded or unloaded with drivers provided by the Terminal Administrator, the charge specified in Section 3(1) of the Tariff is increased by 100%.
- (iii) Ranges specified in Section 3 (1) of the Tariff are set separately for the period of consecutive 12 months and for each ship operator. After exceeding a specific range, the charge for loading/unloading of vehicles referred to in Section 3(1) of the Tariff shall apply only to the number of vehicles in a given period and range concerned and it shall not apply to vehicles in ranges that have been previously exceeded.

2. Charges for ro-ro vehicles loaded/unloaded by the Terminal Administrator, per one vehicle:

a) up to 5,000 vehicles	PLN 55,00
b) 5,001 to 10,000 vehicles	PLN 48,00
c) 10,001 to 15,000 vehicles	PLN 46,00
d) 15,001 to 20,000 vehicles	PLN 45,00
e) more than 20,000 vehicles	PLN 43,00

Explanatory notes:

- (i) Charges set out in Section 3(2) of the Tariff are set separately for the period of consecutive 12 months and for each ship operator. After exceeding a specific range, the charge for loading/unloading of vehicles, referred to in Section 3(2) of the Tariff, shall apply only to the number of vehicles in a given period and range concerned and it shall not apply to vehicles in ranges that have been previously exceeded.

3. Charges for loading or unloading break bulk against a bill of lading, per one ton:

- | | |
|------------------------|-----------|
| a) loose break bulk | PLN 62.94 |
| b) unitized break bulk | PLN 30.30 |

4. Charges for loading or unloading vehicles against a bill of lading, per one vehicle:

- | | |
|--|------------|
| a) Passenger vehicles with drivers provided by the Terminal Administration | PLN 68.76 |
| b) passenger car without driver | PLN 48,95 |
| c) Trucks and coaches with drivers provided by the Terminal Administration | PLN 129,37 |
| d) Trucks and coaches without drivers | PLN 96,74 |

Explanatory notes:

(i) *The type of vehicle shall be determined based on information in the registration certificate or its equivalent.*

5. A charge for loading/unloading of full or empty wagons, irrespective of the number of axles, per one wagon:

No	Cargo range (min-max qty)	Charge (PLN / 1 wagon)
1.	0 – 13,500	133.20
2.	13,501 and more	105.45

Section 4. Interpretation of Tariff provisions

1. Provisions of the Tariff shall be interpreted in such a way as to comply with provisions of the law in force in the territory of the Republic of Poland. In case any provision of the Tariff becomes invalid or, by law or by final or valid decision of any court or authority, or public administration, is declared invalid or ineffective, all other provisions of the Tariff shall remain binding, and such an event shall not affect the validity or enforceability of other provisions of the Tariff.
2. Titles of Tariff sections are of no legal significance and do not affect the interpretation of Tariff provisions.
3. References to sections (paragraphs, sub-paragraphs, etc.) are references to sections as included in the Tariff.
4. Explanatory notes in a section be used for the interpretation of that section of the Tariff only.
5. Where the tariff uses plural forms, the same provisions shall apply to singular forms. Where the tariff uses singular forms, the same provisions shall apply to plural forms.
6. Wherever reference is made to a legal act in the Tariff, the text of the act or the text of the act which replaced the act referred to in the Tariff valid on the date of the Tariff shall apply.
7. In case the charge for services is not specified in the Tariff, the charge shall be determined by the Terminal Administrator.