

Port Tariff

Valid from 14.09.2023

Approved by Resolution No 1
of the Board of Directors on 27 January 2022,
as amended

TABLE OF CONTENTS

Section 1. Definitions.....	3
Section 2. General provisions	5
Section 3. Calculation of port dues.....	7
Section 4. Application of the Tariff and payment	8
Section 5. Obligations of the ship or the ship agent.....	9
Section 6. Provision of information	9
Section 7. Tonnage and quay dues for ships engaged in non-regular shipping service.....	10
Section 8. Tonnage and quay dues for ships engaged in regular shipping service	12
Section 9. Tonnage and quay dues for sea-going ships engaged in liner service	12
Section 10. Tonnage and quay dues for coastal shipping and inland waterway vessels	13
Section 11. Tonnage and quay dues for all types of ships calling for non-commercial purpose or ships at a quay or quays before or after commercial operations	13
Section 12. Tonnage and quay dues for special vessels	14
Section 13. Vessels exempt from port dues	14
Section 14. Passenger due.....	14
Section 15. Fee for Social Committees	15
Section 16. Port charges on road or rail vehicles.....	15
Section 17. Interpretation of Tariff provisions.....	15
Section 18. Additional information.....	15

Section 1. Definitions

Terms used in this document (the "Tariff") shall have the following meaning:

- a) **ship operator:** means a party who operates a ship or inland waterway vessel on his own behalf or on behalf of other parties.
- b) **day, week, month, year:** means a day, a week, a month or a year, respectively, according to the Gregorian calendar, unless the Tariff expressly provides otherwise.
- c) **international tonnage certificate:** means a valid measurement certificate issued by a competent authority on the basis of the " *International Convention on Tonnage Measurement of Ships*" made in London on 23 June 1969, or another international agreement in this respect to which the Republic of Poland is a party.
- d) **PCS:** The Port Community System is an integrated digital system that supports and coordinates the use of port infrastructure and enables intelligent and safe exchange of information on logistics and handling of ships and cargo, including containerised cargo, with the aim of improving the efficiency of seaports management by ZMPSiŚ S.A. (the Seaports Authority).
- e) **PCS-MM:** is a brokerage module of the Port Community System (PCS) dedicated to the exchange of information about handling of vessels entering or leaving the ports of Szczecin and Świnoujście, ships passing in transit through the ports, and ships during their stay in the ports, to support and coordinate the use of port infrastructure. The module is accessible at <https://polskipcs.pl/>.
- f) **PCS-MT** a brokerage module of the Port Community System – a module is part of the PCS, designed for automatic handling of EDIFACT messages related to goods in containers transshipped in terminals in the port of Szczecin or Świnoujście. It involves sending and compiling information from the terminal-based IT system and information from the systems of the National Revenue Administration, with the aim to cover goods in a container with customs procedures and exempt such goods under a relevant customs procedure and to transfer to the terminal-based IT system information that the National Revenue Administration has assigned an EU customs status to goods in a given container.
- g) **the seaport of Szczecin or the Szczecin seaport:** means water basins and areas within the area defined in the Regulation of the Minister of Infrastructure of 21 June 2005 on the establishment of boundaries of the seaport in Szczecin.
- h) **the seaport of Świnoujście or the Świnoujście seaport:** means water basins and areas within the area defined in the Regulation of the Minister of Infrastructure of 01 October 2010 on the establishment of land-side boundaries of the seaport of Świnoujście.
- i) **the outer port of Świnoujście:** means a water body situated between the eastern and central breakwater, within the area defined by the Regulation of the Minister of Infrastructure of 01 October 2010 on the establishment of land-side boundaries of the seaport in Świnoujście.

- j) **the inner port of Świnoujście:** means water bodies situated from a line between the ends of the central breakwater and the western breakwater to a line between points of the following coordinates: 53°51'09.2399"N 14°17'09.1683"E and 53°51'06.3904"N 14°16'50.8773"E located at about km 10.1 of the Świnoujście-Szczecin fairway, comprising: the Świna Strait and adjacent waters, and areas adjacent to those waters, situated within the area defined by the Regulation of the Ministry of Infrastructure of 01 October 2010 on the establishment of land side boundaries of the seaport in Świnoujście.
- k) **port service vessel:** means any vessel permanently engaged in the seaport of Szczecin or the seaport of Świnoujście to provide services in these ports, in particular: a pilot vessel, icebreaker, tug boat, barge, floating crane, waste collection vessel, diving vessel, and a dredger.
- l) **seagoing ship:** means any floating vessel intended or used for sea navigation, which operates between the seaport of Szczecin or the seaport of Świnoujście and ports situated outside the territorial sea of the Republic of Poland.
- m) **coaster vessel:** means any vessel intended or used for sea navigation at a distance not exceeding 12 nautical miles from the coast of the Baltic Sea, between the seaports of Szczecin or Świnoujście and ports situated in the Baltic Sea region.
- n) **inland waterway vessel:** means any floating vessel intended or used for inland waterway navigation between the seaport of Szczecin or the seaport of Świnoujście and their hinterland.
- o) **recognized certificate:** means a valid *International Oil Pollution Prevention Certificate (IOPP Certificate)* issued by a body relevant for the flag of registration, stating that the vessel has a double bottom or separate ballast tanks.
- p) **vessel entry to the port:** means the entry of a vessel to the seaport of Szczecin or the seaport of Świnoujście.
- q) **departure from the port:** means a departure of a vessel from the seaport of Szczecin or the seaport of Świnoujście.
- r) **commercial call:** means the entry of a ship to the port in connection with the loading or unloading of goods or the embarkation or disembarkation of passengers.
- s) **non-commercial call:** means the entry of a ship the port not related to the loading or unloading of goods or the embarkation or disembarkation of passengers, or the stay of a ship at a quay prior to or after the completion of operations mentioned above.
- t) **towed or pushed vessel train:** means any combined seagoing craft consisting of at least two vessels: a pusher or a tug and a pushed or towed vessel.
- u) **liner shipping:** means repeatable, regular, and pre-scheduled in a 12-month timetable arrivals of a designated seagoing vessel at the seaport of Szczecin or the seaport of Świnoujście directly from another seaport, provided by a ship operator on terms agreed in a written agreement between the Szczecin and Świnoujście Seaports Authority and the ship operator, except the transport of shiploads under a charter contract.

- w) **short-sea shipping:** means repeatable, regular and pre-scheduled arrivals of a designated coastal vessel at the sea port of Szczecin or the seaport of Świnoujście directly from another seaport, provided by a ship operator on terms agreed in writing with the Szczecin and Świnoujście Seaports Authority.
- x) **inland liner shipping:** means repeatable, regular and pre-scheduled arrivals of a designated inland waterway vessel to the seaport of Szczecin or the seaport of Świnoujście directly from another sea- or inland port, provided by the operator on terms agreed in writing with the Szczecin and Świnoujście Seaports Authority.
- y) **regular shipping:** means regular calls of a ship of a designated operator that are not liner shipping, with at least one-way transport of homogeneous break bulk from the seaport of Szczecin or the seaport of Świnoujście or to these ports, with a frequency of calls at least 5 times per quarter, but not less than 24 calls per year, provided by an operator on terms agreed in a written agreement between the Seaports Authority and the operator.
- z) **ZMPSIŚ S.A.** means the Szczecin and Świnoujście Seaports Authority having its registered office in Szczecin, ul. Bytomska 7, 70-603 Szczecin, entry to the Register of Companies, National Court Register, entry number KRS0000033768, court of registration: District Court of Szczecin-Centrum in Szczecin, Statistical number REGON: 811649448, VAT: 9551889161

Section 2. General provisions

1. This Tariff has been established by the Seaports Authority pursuant to Article 8 of the Act of 20 December 1996 on ports and harbours.
2. The Tariff shall apply in the seaport of Szczecin and the seaport of Świnoujście.
3. In the meaning of this Tariff, port dues include:
 - a) tonnage due to be charged for the entry and departure of a vessel to and from the port, including the transit (without vessel calling for commercial or non-commercial purposes) through the ports referred to in Section 2 (2),
 - b) harbour due charged for the use by a ship or cargo of quays under the administration of the Ports Authority and located in the ports referred to in Section 2 (2) of the Tariff,
 - c) passenger due charged for the disembarkation or embarkation of a passenger from/to the quay managed by the Seaports Authority in the ports referred to in Section 2 (2) of the Tariff,
 - d) port charges for road or rail vehicles which use port infrastructure in the ports referred to in Section 2 (2) of the Tariff.
 - e) fee for using the PCS
4. Fees for the provision of port services for the reception and handling of ship generated waste, including quantities and types of waste delivered to port reception facilities and conditions of its reception, are stipulated in the Port Services Tariff. Conditions and procedures for collecting ship generated waste in the port of Szczecin and the port of Świnoujście are described in detail in the Information about collection of ship generated waste, available at www.port.szczecin.pl
5. Tonnage due paid to the Seaports Authority shall be paid by ships entering or leaving the port. The ship departure from port to the anchorage and its re-entry to the port shall be treated as a new entry unless the ship departure from the port to the anchorage and its re-entry is related to the following:

- a) need to make the quay available to other vessels as requested by the owner of the quay or its user, or the harbour master,
 - b) waiting for partial loading or after partial unloading.
6. The demonstration of conditions, referred to in paragraph 2 (5) of the Tariff, for exempting an event from being treated as a new entry to a port shall be the responsibility of a party liable to pay relevant port dues.
 7. The rates of port fees are subject to reassessment every year based on an annual average rise of the price index of goods and services published by the President of the Central Statistical Office for the previous year. This shall take place only in case the price index is above 100. The change in the rates of port fees due to indexation does not change the terms of this Tariff. The rates of port fees, which the amount will be adjusted in the above manner, will apply from 1st April every calendar year and will be immediately put in this Tariff, after the publication of the price index by the Central Statistical Office.
 8. The fee for the operation of seafarer welfare councils, also known as "*Social Committees*", referred to in Article 87 of the Act of 05 August 2015 on Maritime Labour, was established on the basis of Article 9(3) of the Act of 20 December 1996 on sea ports and harbours.

Section 3. Calculation of port dues

1. The amount of port dues shall be based on the gross tonnage of the vessel (GT) in accordance with the valid International Tonnage Certificate issued according to the "*International Convention on Tonnage Measurement of Ships*" made in London on 23 June 1969.
2. In the case of oil tankers and gas carriers with a double bottom or separate ballast tanks, the port due shall be based on the gross tonnage of the vessel (GT) less the volume of the double bottom or separate ballast tanks, as defined in the recognized certificate or the international tonnage measurement certificate submitted to the Seaports Authority. The certificate shall contain in the "Comments" section a relevant entry in accordance with provisions of IMO Resolution A.747 (18), provided that the double bottom complies with Rule 13 F of Annex I to the Protocol of 1978 to the International Convention for the Prevention of Pollution from Ships, made in London on 02 November 1973, together with the Protocol of 1978, related to that Convention, made at London on 17 February 1978.
3. For vessels holding an international tonnage certificate that specifies their gross registered tonnage (GRT), 1 GRT = 1 GT shall be taken to determine the amount of the due.
4. In case it is not possible to determine the gross tonnage of a vessel (GT) or gross registered tonnage (GRT), the calculation of the port due shall be based on the tonnage of the vessel expressed in cubic meters, which is the product of the total length, maximum width and maximum draught as per summer waterline in fresh water, rounded up to the full cubic meter. In case the maximum draught is not specified according to the summer waterline in fresh water, the calculation shall be based on the 0.25 factor of the lateral height of the vessel. It is assumed that $1 \text{ m}^3 = 1 \text{ GT}$
5. Where the international tonnage certificate indicates different vessel volumes or the vessel ship has more international tonnage certificates, the calculation of relevant port dues shall be based on the largest volume specified in these documents.
6. Ships which cannot make full use of their tonnage, because of their permissible draft in the port defined by the valid port regulations of the Director of the Maritime Office in Szczecin, shall be pay a tonnage fee calculated according to the following formula:

(draught permitted in port)

(maximum draught of the ship)

X

(tonnage rate)

7. While making the same journey, ships calling to the port of Szczecin after leaving the port of Świnoujście or calling at the port of Świnoujście after leaving the port of Szczecin shall pay their tonnage due only once.
8. Ships which have paid their port dues in one of the following ports: Police, Trzebież, Stepnica, Nowe Warpno, or Wolin and immediately after leaving any of the ports mentioned above call at the seaport of Szczecin or the seaport of Świnoujście, and vice versa, shall pay a 50% of their tonnage due calculated on the basis of rates specified in Section 7, Section 10, or Section 11 of the Tariff.
9. Subject to the second sentence, ships in transit through the seaport of Szczecin or the seaport of Świnoujście shall pay 50% of their tonnage due calculated on the basis of the rates specified in Section 7, Section 10, or Section 11 of the Tariff. No tonnage due shall be levied on ships passing through the inner port of Świnoujście while going to another Polish port situated on the Szczecin Lagoon or along the Oder River, or leaving such a port and going to the open sea through the inner port of Świnoujście.
10. When on a commercial voyage, ships of more than 10,000 GT calling at the seaport of Szczecin or the seaport of Świnoujście, which use less than of their **carrying capacity or deadweight**, shall pay 70% tonnage fee calculated on the basis of the rates specified in Section 7 of the Tariff.
11. The tonnage due shall be calculated either according to Section 3(6) or Section 3(10) of the Tariff. If both provisions mentioned in the preceding sentence are relevant, the rate which is more favourable to the ship operator can be applied.
12. The tonnage due shall be calculated either according to Section 3(10) or Section 7(10) of the Tariff. If both provisions mentioned in the preceding sentence are relevant, the rate which is more favourable to the ship operator can be applied.
13. Ships calling for commercial purposes shall be charged with the harbour fee for the use of the quay by that ship or its cargo. In the case of ships calling for commercial purposes which use the quay or quays for a period exceeding 7 days from the time the ship is berthed to the first quay until commercial operations commence, and if the vessel calling for commercial purposes does not leave the quay for 7 days after the end of commercial operations, the harbour fee, referred to in Sections 7 to 11 of the Tariff, shall be increased by the amount indicated in Section 11(g) of the Tariff for each day in excess of 7 days from the time the ship has berthed to the first quay or the end of commercial operations. In the case of ships calling exclusively for non-commercial purposes, the fee shall be calculated according to Section 11 of the Tariff.
14. The Seaports Authority shall have the right to verify the actual number of calls by regular of liner ships at any time. In case the actual number of calls by a regular or a liner ship differs from the agreed number, the Seaports Authority shall calculate an appropriate tonnage and quay dues according to the Tariff for the actual number of calls and shall issue a relevant clearing document.
15. Unless the Tariff expressly provides otherwise, the basis for determining the ship type shall be solely the classification contained in the "*Lloyd's Register of Shipping*", subject to the provision that break bulk ships carrying containers only shall be treated as container carriers for the purpose of the Tariff.
16. The fee for using the PCS-MT is payable upon the PCS-MT transfers to the terminal-based IT system information on the EU customs status for the goods in a given container assigned by the National Revenue Administration.

17. The fee for using the PCT-MT shall be borne by the operator of the terminal in the port of Szczecin or the port of Świnoujście who uses the IT system to which the PCS-MT transferred information from the National Revenue Administration system on the EU customs status of the goods in a given container. The PCS-MT fee is calculated based on aggregate settlement documents made by the Seaports Authority weekly (i.e. from Monday at 00:00 until Sunday at 24:00) or monthly (i.e. for calendar month: from first day of calendar month at 00:00 until last day of calendar month at 24:00).

Section 4. Application of the Tariff and payment

1. The obligation to pay port charges listed in the Tariff is imposed on the ship's entry or departure to/from the port.
2. Rates of port charges listed in the Tariff are expressed in Polish zloty (PLN).
3. The minimum amount of the port fee specified in the Tariff shall be PLN 40.00.
4. The Seaports Authority may apply a different rate of port dues than indicated in the Tariff, while applying principles of equal treatment and non-discrimination of users of port infrastructure and rational management of the Seaports Authority property.
5. Rates of port dues mentioned in the Tariff are expressed in net values, i.e. excluding VAT. VAT shall be added to the port dues in accordance with the law in force on the date of the service is provided or the port fee calculated.
6. Port dues shall be payable by bank transfer only to the bank account of the Seaports Authority within 21 days of the date of a settlement document specifying the amount of the port fee.

Section 5. Obligations of the ship or the ship agent

1. The captain of a ship/agent shall provide the Seaports Authority with at least the following documents:
 - a) information about the ship:
 - aa) daily notification – from becoming aware of the ship's arrival time to the port (ETA) until ship's departure from the port; such information should be updated daily in case of any changes. Information should contain the following:
 - (i) Ship's name, flag, and its call sign;
 - (ii) Type of ship and its particulars (LOA, beam, maximum draught in fresh water), draught on entering the port, draught on leaving the port;
 - (iii) Gross Tonnage (GT);
 - (iv) Name of the previous port and the next port of call;
 - (v) Purpose of calling at the port,
 - (vi) Quantity and type of cargo to be loaded or unloaded in the port and quantity of cargo that remains in holds,
 - (vii) Full name and address of the operator/agent, or any other party obligated to pay port fees;
 - ab) day-before notification - sent until 1200 of the working day preceding the ship's arrival on the roads or departure from the port; the notification should include information as in aa). It is sent independently from the daily notification.
 - b) Information about waste on board before arrival to the port, which is sent on dates required by the law,
 - c) Number of passengers to disembark or embark in the port and the number of passengers remaining on board.

2. Subject to Article 5.3 of the Tariff, documents and information, referred to in Article 5.1 of the Tariff, shall be each time delivered to the Seaports Authority in electronic form through the PCS-MM. Before using the PCS-MM, you need to set up an account by filing your application at <https://polskipcs.pl/>.
3. In case the notifying party does not have an account and it is not possible to deliver documents or information through the PCS-MM, specified in Article 5.1 of the Tariff, it is possible to deliver such documents or information in their electronic form by email to: dyspozytor@port.szczecin.pl.
4. The ship's agent may represent the ship owner/operator based on the power of attorney or a statement delivered to the Seaports Authority before the agent starts relevant activities. Upon request of the Seaports Authority, before commencing relevant activities, the agent shall deliver to the Seaports Authority a copy of the power of attorney or a statement authorising the agent.
5. The ship's agent shall secure funds due to the Seaports Authority to cover port fees before the ship leaves the port, especially in case becoming aware of ship's owner/operator insolvency or financial difficulties.
6. In case the ship's owner/operator fail to provide funding to cover port fees before the entry of a ship to the port, the agent shall immediately notify the Ports Authorities about the fact through the PCS-MM or email: dyspozytor@port.szczecin.pl conveniently before the ship's unmooring to enable the Seaports Authority to undertake relevant steps.

Section 6. Provision of information

1. At any time, the Seaports Authority shall have the right to request the party obliged to pay port dues or the agent of the vessel to provide information in writing or documents required at the discretion of the Seaports Authority to apply the Tariff or for the due calculation of port dues. The party responsible for the payment of port dues or the agent of the ship shall respond promptly in the form requested by the Seaports Authority and provide all information required by the Seaports Authority. In case of a failure to reply within a reasonable time or to respond with incomplete information, the Seaports Authority shall be entitled to apply the Tariff or to calculate port dues on the basis of information available to the Seaports Authority at that time. The obligation to indicate circumstances justifying the application of the Tariff or the calculation of port dues in a manner different from that referred to in the preceding sentence shall be borne solely by the party responsible for the payment of port dues.
2. In case of a breach of contract, referred to in Section 1(u) or Section 1(y) of the Tariff or other conditions for liner or regular shipping, or in the event of a breach of deadlines or conditions for the payment of dues to the Seaports Authority in relation to calls of liner or regular shipping vessels, after having called on the ship operator to discontinue the breach or to make payments due subject to a reasonable deadline, the Seaports Authority shall have the right to charge such vessels as sea-going and irregular shipping vessels until the violation discontinues or all liabilities due to the Seaports Authority have been settled including interest.

Section 7. Tonnage and quay dues for vessels engaged in non-regular shipping service

Tonnage and quay dues shall be calculated depending on the type of vessel as follows:

1. Car carriers	<u>tonnage due</u>	<u>quay due</u>
a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo		

or vice versa	PLN 0.94 / 1 GT	PLN 0.23 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 1.12 / 1 GT	PLN 0.23 / 1 GT

Explanatory notes:

- (i) For the purpose of the Tariff, a 'car carrier' means a vessel transporting cars only.
- (ii) In the case of car carriers of gross tonnage in excess of 40,000 GT, the tonnage fee and the harbour fee shall be up to the equivalent amount for 40,000 GT.

2.1. Break bulk

	<u>tonnage due</u>	<u>quay due</u>
a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 3.12 / 1 GT	PLN 0.59 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 4.77 / 1 GT	PLN 0.59 / 1 GT

2.2. Bulk carriers

	<u>tonnage due</u>	<u>quay due</u>
a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 3.29 / 1 GT	PLN 0.59 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 4.77 / 1 GT	PLN 0.59 / 1 GT

3. Reefer and fishing vessels

	<u>tonnage due</u>	<u>quay due</u>
a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 3.03 / 1 GT	PLN 0.59 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 4.07 / 1 GT	PLN 0.59 / 1 GT

Explanatory notes:

- (i) For the purpose of the Tariff, 'reefer vessels' means vessels with an operating refrigeration system ensuring that cargo is stored at a reduced temperature in a longer term.

4. Container carriers

	<u>tonnage due</u>	<u>quay due</u>
a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 1.29 / 1 GT	PLN 0.59 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 1.72 / 1 GT	PLN 0.59 / 1 GT

Explanatory notes:

- (i) For the purpose of the Tariff, a 'container carrier' means a vessel carrying containers only or break bulk vessels carrying containers only.

5. Ro-ro vessels

	<u>tonnage due</u>	<u>quay due</u>
a) entering the port of Szczecin or Świnoujście with cargo		

and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 1.43 / 1 GT	PLN 0.23 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 1.61 / 1 GT	PLN 0.23 / 1 GT

6. Passenger ships

<u>tonnage due</u>	<u>quay due</u>
PLN 0.80/ 1 GT	PLN 0.23 / 1 GT

Explanatory notes:

(i) *In the case of passenger ships of gross tonnage in excess of 50,000 GT, the tonnage fee and the quay due shall be charged up to the equivalent of 50,000 GT.*

7. Ferries

<u>tonnage due</u>	<u>quay due</u>
PLN 0.80 / 1 GT	PLN 0.23 / 1 GT

8. Oil tankers and gas carriers

8.1. Oil tankers and gas carriers up to 40,000 GT

<u>tonnage due</u>	<u>quay due</u>
--------------------	-----------------

a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 3.75 / 1 GT	PLN 0.59 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 3.78 / 1 GT	PLN 0.59 / 1 GT

8.2. Oil tankers and gas carriers over 40,000 GT

<u>tonnage due</u>	<u>quay due</u>
--------------------	-----------------

a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 3.92 / 1 GT	PLN 0.59 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 4.30 / 1 GT	PLN 0.59 / 1 GT

9. Pushed or towed vessel trains

<u>tonnage due</u>	<u>quay due</u>
--------------------	-----------------

a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 2.37 / 1 GT	PLN 0.59 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 2.92 / 1 GT	PLN 0.59 / 1 GT

Explanatory notes:

(i) *The gross tonnage (GT) of a pushed or towed train is the sum of the gross tonnage of the towing or pusher ships and the towed or pushed vessel.*

(ii) *In the case of a towing or pushed train consisting of a tug or a pusher and a vessel referred to in Section 11 letter e, the tonnage and quay dues shall be calculated as follows: a tug or pusher according to 9 above and a towed or pushed vessel according to Section 11 letter e.*

10. Ships entering the inner port of Świnoujście, the maximum draft of which exceeds 13.5 m

<u>tonnage due</u>	<u>quay due</u>
--------------------	-----------------

a) entering the port of Świnoujście with cargo and leaving the port of Świnoujście without cargo or vice versa	PLN 2.32 / 1 GT	PLN 0.59 / 1 GT
--	-----------------	-----------------

b) entering the port of Świnoujście with cargo and leaving the port of Świnoujście with cargo	PLN 3.17 / 1 GT	PLN 0.59 / 1 GT
--	-----------------	-----------------

11. Other vessels, not mentioned above

	<u>tonnage due</u>	<u>quay due</u>
a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 3.12 / 1 GT	PLN 0.59 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 4.07 / 1 GT	PLN 0.59 / 1 GT

Section 8. Tonnage and quay dues for sea-going ships engaged in regular frequency shipping service

Tonnage and quay dues for vessels engaged in regular shipping shall be:

	<u>tonnage due</u>	<u>quay due</u>
a) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście without cargo or vice versa	PLN 2.19 / 1 GT	PLN 0.46 / 1 GT
b) entering the port of Szczecin or Świnoujście with cargo and leaving the port of Szczecin or Świnoujście with cargo	PLN 3.15 / 1 GT	PLN 0.46 / 1 GT

Section 9. Tonnage and quay dues for sea-going ships engaged in liner service

Tonnage and quay dues for liner shipping vessels shall be calculated depending on the ship type as follows:

1. Ferries

	<u>tonnage due</u>	<u>quay due</u>
1-2 calls per week	PLN 0.58 / 1 GT	PLN 0.18 / 1 GT
3 calls per week	PLN 0.54 / 1 GT	PLN 0.16 / 1 GT
4 calls per week	PLN 0.47 / 1 GT	PLN 0.14 / 1 GT
5 calls per week	PLN 0.47 / 1 GT	PLN 0.14 / 1 GT
6 calls per week	PLN 0.45 / 1 GT	PLN 0.13 / 1 GT
7 and more calls per week	PLN 0.45 / 1 GT	PLN 0.13 / 1 GT

2. Container carriers in liner shipping

	<u>tonnage due</u>	<u>quay due</u>
2 calls per month	PLN 0.97 / 1 GT	PLN 0.48 / 1 GT
1 call per week	PLN 0.92 / 1 GT	PLN 0.46 / 1 GT
2 calls per week	PLN 0.87 / 1 GT	PLN 0.43 / 1 GT
3 and more calls per week	PLN 0.81 / 1 GT	PLN 0.41 / 1 GT

3. Ro/ro ships in liner shipping

	<u>tonnage due</u>	<u>quay due</u>
2 calls per month	PLN 1.23 / 1 GT	PLN 0.18 / 1 GT
1 call per week	PLN 1.16 / 1 GT	PLN 0.17 / 1 GT
2 calls per week	PLN 1.10 / 1 GT	PLN 0.16 / 1 GT
3 and more calls per week	PLN 1.04 / 1 GT	PLN 0.15 / 1 GT

4. Conventional break bulk carriers in liner shipping

	<u>tonnage due</u>	<u>quay due</u>
2 calls per month	PLN 2.19 / 1 GT	PLN 0.46 / 1 GT
1 call per week	PLN 2.09 / 1 GT	PLN 0.43 / 1 GT
2 calls per week	PLN 1.93 / 1 GT	PLN 0.41 / 1 GT

3 and more calls per week

PLN 1.83 / 1 GT

PLN 0.39 / 1 GT

Explanatory notes:

- (i) For liner shipping vessels, excluding ferries, the tonnage and quay dues shall be calculated on the basis of the total number of calls made by all vessels on the shipping line, within one week or one month respectively.
- (ii) For liner ferries, the tonnage and quay dues shall be calculated for each vessel separately on the basis of the number of calls by the same vessel operating on the shipping line between the port of Świnoujście and another sea port during one week.
- (iii) For the purpose of calculating tonnage and quay dues for liner shipping vessels, the term 'week' means the period beginning on Monday at 00:00 and ending on Sunday at 24:00.
- (iv) For the purpose of calculating tonnage and quay dues for liner shipping vessels, the term 'month' means the period beginning on the first day of the month at 00:00 and ending on the last day of the month at 24:00.

Section 10. Tonnage and quay dues for coastal shipping and inland waterway vessels

1. Tonnage and quay dues for ships carrying cargo:

	<u>tonnage due</u>	<u>quay due</u>
Vessels up to 1,000 GT	PLN 0.25 / 1 GT	PLN 0.21 / 1 GT
Vessels over 1,000 GT	PLN 0.34 / 1 GT	PLN 0.25 / 1 GT

2. Tonnage and quay dues for passenger ships:

	<u>tonnage due</u>	<u>quay due</u>
a) engaged in non-regular navigation		
Vessels up to 1,000 GT	PLN 0.34 / 1 GT	PLN 0.21 / 1 GT
Vessels over 1,000 GT	PLN 0.45 / 1 GT	PLN 0.25 / 1 GT
b) engaged in liner shipping		
Vessels up to 1,000 GT	PLN 0.21 / 1 GT	PLN 0.10 / 1 GT
Vessels over 1,000 GT	PLN 0.25 / 1 GT	PLN 0.15 / 1 GT

Section 11. Tonnage and quay dues for all types of ships calling for non-commercial purpose or ships at a quay or quays before or after commercial operations

Tonnage and quay dues for all types of ships calling at the port for non-commercial purposes and remaining at the quay or quays before or after the commercial operations:

	<u>tonnage due</u>	<u>quay due</u>
a) ships entering a port to collect information or to receive orders and leave the port within 48 hours	PLN 0.25 / 1 GT	PLN 0.06 / 1 GT
b) ships entering the port to seek medical assistance for a sick crew member or passenger, or unload a corpse	PLN 0.25 / 1 GT	PLN 0.06 / 1 GT
c) ships entering the port for shelter during adverse weather	PLN 0.25 / 1 GT	PLN 0.06 / 1 GT
d) ships entering a port for official courtesy visits	PLN 0.25 / 1 GT	PLN 0.06 / 1 GT
e) newly built ships leaving the port, ships entering the port for: repair, dismantling, bunkering, stores replenishment or provision of equipment, crew change, waste reception, and hulls	PLN 0.71 / 1 GT	

- for the first 24 hours or a part thereof PLN 0.56 / 1 GT
- for every next 24 hours or a part thereof PLN 0.06 / 1 GT
- f) vessels entering the port for lay-up PLN 0.71 / 1 GT
 - for the first 24 hours or a part thereof PLN 0.56 / 1 GT
 - for every next 24 hours or a part thereof PLN 0.06 / 1 GT
- g) ships referred to in the second sentence of Section 3(13) of the Tariff shall add PLN 0.05 / 1 GT to the quay due for each 24-hour lay-up or a part thereof above 7 days specified in the provision referred to above.

Section 12. Tonnage and quay dues for special vessels

Tonnage and quay dues for the following vessels:

- a) training,
- b) sport,
- c) Tall ships calling at the port in connection with public events,
- d) port services,
- e) cutters and fishing boats engaged in fishing in the Gulf of Pomerania and the territorial sea of the Republic of Poland, which are registered in one of Gulf-based ports;

<u>tonnage due</u>	<u>quay due</u>
PLN 0.00	PLN 0.00

Section 13. Vessels exempt from port dues

1. Port charges shall not be levied on vessels of the Armed Forces of the Republic of Poland, Border Guard, National Tax Administration, Search and Rescue Service, Maritime Administration, Maritime Fisheries Administration, State Sanitary Inspection, Veterinary Inspection, State Plant Protection and Seed Inspection, Environmental Protection Inspection, Chemical Substances Inspection, Commercial Quality of Agrifood Inspection, State Pharmaceutical Inspection, State Labour Inspection, Road Transport Inspection, Internal Security Agency, Intelligence Agency, Central Anti-Corruption Office, State Protection Service, Police, State Fire Service, and vessels used exclusively for saving life at sea and fire protection and fire-fighting.
2. Port dues shall not be levied, on reciprocity basis, on vessels of armed forces of states that are party to the North Atlantic Treaty.
3. While applying principles of equal treatment and non-discrimination, in justified cases, the Seaports Authority may temporarily or permanently exempt from port dues other vessels than those mentioned in 1 and 2 of this Section, unless they are used for business activity in the meaning of state aid rules.

Section 14. Passenger due

The passenger due:

- a) for sea-going passenger ships and other shipping vessels exceeding 1,000 GT: PLN 4.98 / 1 passenger,
- b) for sea-going passenger ships and other shipping vessels of less than 1,000 GT: PLN 2.49 / 1 passenger,
- c) for ferries and passenger and cargo ships: PLN 4.04 / 1 passenger,
- d) for passenger ships engaged in coastal or inland waterway shipping and coastal or inland waterway vessels: PLN 1.24 / 1 passenger.

Explanatory notes:

- (i) *The passenger fee charged to sea shipping, coastal and inland waterway vessels shall be determined on the basis of the number of passengers declared in the entry or exit declaration.*

Section 15. Fee for Social Committees

The fee for the operation of Social Committees, referred to in Article 87 of the Maritime Labour Act of 05 August 2015, shall be as follows: PLN 0.02 / 1 GT of the vessel, each time not more than PLN 310.00.

Section 16. Port charges on road or rail vehicles

Port charges on road or rail vehicles:

- | | |
|-------------------|----------|
| a) road vehicles: | PLN 0.00 |
| a) rail vehicles: | PLN 0.00 |

Section 17. Port fees for the use of the PCS

The fee for the use of the PCS-MT shall be calculated separately at the rate of PLN 9.50 / 1 container regardless its size.

Section 18. Interpretation of Tariff provisions

1. Provisions of the Tariff shall be interpreted in such a way as to comply with the mandatory 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 the provisions.
3. References to sections in the text (paragraphs, sub-paragraphs, etc.) are references to editorial sections in the Tariff.
4. Explanatory notes in various parts of the text shall apply only for the interpretation of that section of the Tariff.
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.

Section 19. Additional information

1. Information about charges for all other services provided by the Seaports Authority not listed in the Tariff or services provided by the Seaports Authority is included in the "Tariff for Services" of the Seaports Authority available at: <http://www.port.szczecin.pl/en/ports/download/tariffs/> or <http://bip.port.szczecin.pl/artykul/61/32/obowiazujace-taryfy>
2. In case of questions regarding the application of the Tariff or the calculation of port dues and charges, please contact: +48 91 430 8371 or +48 91 430 8442, or +48 91 430 8022.