

TARIFF on Port Dues levied by ht Bulgarian Ports Infrastructure Company
Approved by PMS no. 97 of 3.05.2007, Prom. SG, no. 38 of 11.05.2007, amend. no. 56
of 10.07.2007, enforced as of 10.07.2007, amend. 8.01.2008

Chapter I

Dues Levied in Sea Ports

Art.1 (1) For the purposes of this Tariff the Bulgarian sea ports for public transport and the ports under art. 107 – 109 from the Law on Maritime Spaces, Inland Waterways and the Ports of the Republic of Bulgaria (LMSIWPRB) are divided into the following regions:

1. North of cape Emine:
 - a) region 1 – to the East of: 22°45' 54" E;
 - b) region 2 – to the West of: 27°45' 54" E;
2. South of cape Emine:
 - a) region 3 – to the East of: 27°27' 95" E;
 - b) region 4 – to the West of: 27°27' 95" E.

(2) The dues are collected by the Bulgarian Ports Infrastructure Company and are levied on the vessels in their call to the ports for public transport of national importance.

(3) The Bulgarian Ports Infrastructure Company levies channel, tonnage and light dues on the vessels in their call to the ports for public transport of regional importance and the ports under art. 107 – 109 of LMSIWPRB, in cases when the access is provided via maintenance of the water way and the access channels and when the owners of the ports under art. 107 – 109 use the port infrastructure of ports for public transport of national importance.

Art.2 (1) Vessels, which pass through sea navigable canals and approaches, are levied channel dues per each Gross Ton (GT), as follows:

1. for region 1 - 0.01 EUR
2. for region 2 - 0.10 EUR
3. for region 3 - 0.01 EUR
4. for region 4 - 0.05 EUR

(2) Port dues under Paragraph 1 levied on vessels, which pass through the sea navigable canals and approaches for the third and the next times within a calendar year, are reduced by 0,8 coefficient.

(3) Port dues under Paragraph 1 levied on passenger vessels, are reduced by 0,5 coefficient.

(4) Port dues under Par. 1 levied on foreign warships, which pass the sea navigable canals and approaches are collected for each commenced ton of total displacement

Art. 3 (1) For navigational securing of the shipping, light dues are levied, as follows:

1. For vessels up to 40 GT including – annual dues for their call in a sea port for public transport are levied in the amount of:

- a) for vessels of up to 10 GT - 5 EUR
- b) for vessel from 11 up to 40 GT - 10 EUR

2. For each call of a vessel exceeding 40 GT in a sea port for public transport, dues are levied in the amount of:

- a) for vessels from 41 up to 500 GT - 15 EUR
- b) for vessels from 501 up to 1000 GT - 40 EUR
- c) for vessels from 1001 up to 5000 GT 70 EUR
- d) for vessels from 5001 up to 10 000 GT - 110 EUR
- e) for vessels above 10 000 GT - 150 EUR.

(2) For passenger ships the dues, which are levied under Par. 1, are reduced by 0,5 coefficient

(3) For each call of a foreign warship in a port for public transport light dues are levied to the amount of 0,15 EUR per each commenced ton of total displacement but not exceeding the amount of 150 EUR per a vessel.

(4) For the forth and the next times call of a vessel in a port for public transport within a calendar year, the dues under Par.1, it. 2 are reduced by 0,70 coefficient.

Art. 4 (1) For each call of a ship with the exception of the ships under Par. 2 and Par. 6-9, in the sea port for public transport, tonnage dues are levied per each GT, as follows:

1. for region 1 - 0,55 EUR;
2. for region 2 - 0,40 EUR;
3. for region 3 - 0,55 EUR;
4. for region 4 - 0,55 EUR

(2) For each call of an oil tanker in a seaport for public transport, tonnage dues to the amount of 0,50 EUR are levied per each GT, for all regions.

(3) For the forth and the next times call of a ship in a port for public transport within a calendar year, the ship tonnage dues under Par. 1 or 2 are reduced by 0,70 coefficient.

(4) For ships calling a port for public transport with the purpose of supply with fuel, water, provisions for their own needs, to hire and dismiss a crew, to receive and deliver mail and for ships in dry dock and repair and not performing cargo loading/discharging operations, the tonnage dues under Par. 1 are reduced by 0,65 coefficient.

(5) For passenger ships, ro-ro vessels, reefer ships and container vessels, the ship tonnage dues under Par. 1 are reduced by 0,60 coefficient.

(6) For ships calling the ports under art. 109 of LMSIWPRB, ship tonnage dues to the amount of 0,05 EUR per each GT are levied for all regions.

(7) For ships for sport and entertainment, used for non-commercial purposes, a ship tonnage due to the amount of 0,10 EUR per each GT is levied for all regions.

(8) For each call of a foreign warship in a port for public transport, ship tonnage dues are levied to the amount of 0,25 EUR for each commenced ton of total displacement.

(9) For special ships under Art. 5 of the Merchant Shipping Code (MSC), for tugboats, oil collectors, bunkers and for the extractive ships (trawlers, inert materials, exploitation of marine resources), for the building ships and those for subsidiary (auxiliary) operations (floating cranes, workshops, manoeuvring tugboats, cutters, barges for lumbering and etc.), tonnage dues

of 0,50 EUR are levied per each GT for each commenced month of the ship's stay in a sea-port for public transport.

Art.5. (1) For vessel's stay on a quay in a sea-port for public transport, quay dues of 0,10 EUR are levied, for each commenced linear meter from vessel's length, declared in the ship's papers.

(2) Dues under Par. 1 are levied for each commenced hour of the ship's stay from the time of mooring till the time of unmooring.

(3) For ships calling a sea-port for public transport of national importance with the purpose of supply with fuel, water, provisions for their own needs, to hire and dismiss a crew, to receive and deliver mail and for ships in dry dock and repair and not performing handling operations, the quay dues under Par.1 are reduced by 0,50 coefficient.

(4) For foreign warships calling a sea port for public transport of national importance quay dues of 0,50 EUR are levied for every commenced meter from the vessel's length overall (LOA), declared in the ship's papers, for every commenced twenty-four hour period.

Art.6 For ferry-boat ships calling Ferryboat complex Varna port, a charge including channel, tonnage, and light dues, is levied to the amount of 750 EUR for each call.

Art. 7. (1) For oil tankers and chemical carriers with tanks for segregated ballast the amount of the dues hereof, defined per gross tonnage is calculated whereas for the tonnage amount is accepted the reduced gross tonnage, as it is recorded in the International Tonnage Certificate (1969).

(2) For container ships type "open-top", the amount of the dues hereof, defined on the basis of gross tonnage, is calculated whereas for the tonnage amount is accepted a reduced gross tonnage following the formula $GTr = 0,9 \times GT$, whereas GTr is the reduced gross tonnage and GT is the ship's gross tonnage, as recorded in the International Tonnage Certificate (1969).

Art. 8. (1) (Amend. – SG, no. 2 of 2008) All vessels that have a stay or operate in a port for public transport of national importance, irrespectively if or not using port reception facilities are levied dues for receiving and handling of port-generated waste, defined in EUR, as follows:

(in EUR)

GT/Displacement (foreign warships only)	Administrative dues	Oily waste Annex I (MARPOL 73/78)	Maximum amount of delivery, without extra paying	Garbage (Annex V of MARPOL 73/78)	Maximum amount of delivery, without extra paying
		A	B	A1	B1
0 - 2000	10	15,00	575,00	20,00	75,00
2001 - 3000	10	45,00	700,00	42,50	80,00
3001 – 6000	10	55,00	700,00	52,50	90,00
6001 – 10 000	10	85,00	1000,00	70,00	165,00
10 001 – 20 000	10	90,00	1300,00	95, 00	185,00
20 001 – 30 000	10	105,00	14000,00	145,00	225,00
30 001 – 40 000	10	185,00	1800,00	235,00	350,00
40 001 – 50 000	10	330,00	1900,00	385,00	500,00
> 50 001	10	485,00	2000,00	545,00	750,00

In columns A and A1 is quoted the charge's amount in EUR for the respective wastes.

In columns B and B1 is quoted in EUR the maximum quantity of wastes the ship is entitled to deliver waste of the respective kind, without paying extra.

2. All ships that operate in a port for public transport of national importance are levied dues defined accordingly to the Table under it.1, for each commenced month.

(2) For delivered waste exceeding the quotations in B and B1 the ship pays directly to the respective waste managers.

(3) Dues under Par. 1 are indirect payment for the services of waste reception, transportation, storage and disposal, and are levied on the following waste types:

1. Garbage:

a) domestic waste – food, medicine, packing materials – plastic, tins, glass, crockery, paper, cardboards, and etc. – result of ship's operation;

b) other wastes – ship-generated waste – batteries, paints, greased cloths and etc.

2. Oil products waste – bilge waters, used lubricants, sludge and etc.

(4) The limit quoted in columns B and B1 covers the costs for the mobile reception facility stay up to 3 /three/ hours as of the waste delivering commencement. For a stay exceeding 3 /three/ hours, the ship pays directly to waste collector in accordance to a tariff defined by the collector.

(5) Wastes not covered by the indirect payment system under Par.1 are paid directly to the waste collector. These are:

1. All wastes under Annexes II and IV to the International Convention for Prevention of Pollution from Ships (MARPOL) 73/76), (SG no.12 of 2005), ratified by Law (SG no.94 of 2004);

2. All residues from cargo and cargo associated waste – washing waters, ballast waters, solid cargo residues, stabilizing materials and etc.

Art. 9 (1) (Amend. – SG, no.2 of 2008) Director General of Bulgarian Ports Infrastructure Company (BPICo) exempts from dues payment under Art.8, para.1 the ships relived of the obligation for ship-generated waste delivery pursuant to Art.8,para.1 of the Merchant Shipping Code, due to the concurrent presence of the following conditions:

1. sail on an liner service

2. have contracted the delivery of ship-generated waste with any of the ports on the line and pays for the service dues to the same port or to the collector.

Art. 10. Bulgarian Ports Infrastructure Company via the respective Territorial Directorate issues a certificate of clearance on the ship at the outgoing control.

Chapter II

Dues Levied in River Ports

Art. 11. (1) For vessels' call in a port for public transport of national importance, ship dues are levied on each vessel as follows:

1. For self-propelled and not self-propelled river vessels - 25 EUR

2. For river-sea going and sea-going ships - 100 EUR

3. For passenger ships, ro-ro and ferry-boat ships - 15 EUR

4. For navigable vessels for sport and entertainment used for non-commercial purposes - 10 EUR.

(2) For ships calling a port for public transport of national importance with the purpose of supply with fuel, water, provisions for their own needs, to hire and dismiss a crew, to receive and deliver mail and for ships in dry dock and repair and not performing cargo loading/discharging operations, ship tonnage dues of 20 EUR on each vessel are levied.

(3) For call of a ro-ro convoy or a passenger ship in a port for public transport of national importance in case the navigable vessels operate a shipping line between border stations on the Bulgarian-Romanian part of the river Danube, ship tonnage dues of 10 EUR are levied on each convoy or a ship.

Art. 12. (1) For using of a quay or a pontoon in a port for public transport of national importance, for discharging and loading from or on a vessel, quay dues on each commenced ton cargo are levied as follows:

1. For bulk and liquid cargoes - 0,20 EUR;
2. For other cargoes - 0,40 EUR.

(2) The weight of the cargo is determined on the Bill of Lading data.

(3) For using a ro-ro berth, quay or pontoon in a port for public transport, in case the navigable vessels operate a shipping line between border stations on the Bulgarian-Romanian part of the river Danube, common quay dues on each convoy or vessel are levied, in the amount of 5 EUR.

(4) For ships performing transboarding operations from one ship to another in a port for public transport of national importance, the quay dues is reduced by 0,50 coefficient.

Art. 13. For special duty ships under Art. 5 of the Merchant Shipping Code, for the extractive ships (inert materials, lumbering, etc.), the building ships and those for subsidiary (auxiliary) port operations (floating cranes, manoeuvring tugboats, cutters, barges for lumbering, etc.), only ship tonnage dues of 10 EUR are levied on each navigable vessel for each commenced month of the vessel's stay in a port for public transport.

Art. 14. For vessels joined in a convoy, port dues are levied on each separate ship.

Chapter III

General Rules

Art. 15. For ships under Art. 4, Par. 9, canal, light and quay dues are not levied.

Art. 16. In case a ship is to have two or more reductions – only one is applied, the one which is more favourable.

Art. 17. For ships sailing between Bulgarian ports for public transport of national importance, the quay dues are reduced by 0, 50 coefficient.

Art. 18. (Amend. – SG, no. 56 of 2007) For ships sailing between Bulgarian ports for public transport, the ship dues are reduced as follows:

1. For the sea ports - by 0,10 coefficient;
2. For the river ports - by 0,50 coefficient.

Art. 19. Ship tonnage dues under Art.4. Par.5 reducing is applied solely for:

1. passengers ships, carrying passengers and anchoring at passengers terminals;
2. ro-ro and container ships, used purposefully and anchoring at respective for the ship's kind terminals;
3. reefer ships, used purposefully.

Art. 20. Tariff port dues are paid prior to ship's departure.

Art. 21. Tariff amounts due are rounded off a whole number of Euro.

Art. 22. Port dues levied are paid in Euro or in Bulgarian Leva equivalent following the Bulgarian National Bank central rate quotations, on the date of invoicing.

ADDITIONAL PROVISIONS

§ 1. For the purposes of the Tariff hereof, the ships are divided, depending on cargo carriage and handling technology, into the following types: ships for general, bulk, containers, ro-ro and liquid cargo. The ships for carrying livestock, combined cargo and etc., as well as the ships carrying more than one type of cargo are considered as general cargo ships.

§ 2. For the purposes of this Tariff:

1. "Passenger ship" is any ship, including high speed vessels, according the International Convention on Safety of Life at Sea (SOLAS), SG no.12 of 2005), ratified by Decree no. 2250 of 1983 (SG, no. 61 of 1983) with capacity of carrying more than 12 passengers.

2. "Warship" is any ship, which belongs to the armed forces of a country, has outside signs for the nationality distinction, obeys the commands of a military personnel service officer whose name is enrolled in the list of officers of the country's naval forces or similar document and has a crew subjected to military discipline.

3. "Container ship" is a specialized ship designated for containerized cargo carriage.

4. "Container ship type "open-top" is a container ship complying with the requirements of Resolution of Maritime Safety Committee MSC 234 (82) "Recommendations on tonnage measuring of container ships type "open top", approved at the Committee's session 82 in 2006.

5. "Ro-ro passenger ship" is a ship designated for passengers and cargo carriage, with cargo holds, with horizontal method for loading and unloading.

6. "Special ship under Art. 5 of MSC" is a ship used for science, training, cultural, fire precautions, communication, customs and sanitary purposes, for piloting, for supervision exercising, for ice crashing, for searching and saving, for liquidation of aftermath and damages of perished property and etc.

7. "Oil tanker" is a ship, built or accommodated to carry oil or oil products in liquid condition in the tanks. Included in this definition are combined cargo ships and tankers –carrying chemicals, when transporting oil or oil products in liquid condition as cargo or part of thereof.

8. "Tanker carrying chemicals" is a ship built or accommodated to carry cargo, presenting noxious liquid substances. This definition includes also an oil tanker, carrying cargo fully or partially consisting of noxious liquid substances.

9. "Tank for segregated ballast" is a tank only used for segregated ballast.

10. "Call of a ship" is the interval between the controls of ship's arriving and ship's leaving the port, finalized by Executive Agency "Maritime Administration".

11. "Cargo quantity declared for handling" is the declared in the general act or customs manifest quantity of cargo at discharging and/or in bill of lading – at loading the ship in a port for public transport of national importance. At river port for public transport, this is the quantity stated in the bill of lading or the customs manifest at discharging and/or in the act for loading of the port operator – at ship's loading.

12. "Vessels in convoy" is a temporary formation of towed/tugged vessels and tow/tugboat.

13. "Gross tonnage" is the tonnage amount of the total volume of a ship, defined according to the International Convention for Tonnage Measurement of Ships of 1969 (SG, no. 15 of 2003) and recorded in the ships papers.

14. “Length overall” (LOA) of a ship is the distance measured from the foremost part of the bow to the aftermost part of the stern.

15. (Amend.- SG, no2 of 2008) “Ship-generated waste” are all wastes including the bilge waters and the waste, different from the ship cargo residues result of ship operations and fall under the stipulations of Annexes I, IV and V of MARPOL 73/78, and also the cargo connected wastes, as defined in the implementation guidelines to Annex V of MARPOL 73/78.

16. “Cargo type” is the aggregations of various kinds of cargo which are handled with juxtapose technologies: bulk, liquid, containers, general, ro-ro, ferry-boats and others.

17. “Hour” is the time interval between an instant minute of the astronomic hour and the same minute of the succeeding hour.

18. “Twenty-four hours” is the time interval between an instant hour of an astronomic twenty-four-hour period and the same hour of the succeeding twenty-four-hour period.

19. “Month” is the time interval between an instant number of a calendar month and the same number of the succeeding calendar month.

FINAL PROVISION

§ 3. The Tariff is adopted by virtue of the Law on Maritime Spaces, Internal Waterways and Ports of the Republic of Bulgaria, Article 103c and paragraph 4.