

**TARIFF REGULATIONS  
APL – ADMINISTRAÇÃO  
DO PORTO DE LISBOA, SA**

**2009**

*TARIFF REGULATIONS FOR 2009*

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**TARIFF REGULATIONS APL, SA - 2009**

The Tariff Regulations System for ports in the mainland, passed by Decree-Law 273/2000 dated November 9, regulates the supply of goods and services to be rendered by port authorities against payment of their respective taxes and tariffs.

Article 9 of said regulations reads that port authorities are the bodies responsible for establishing, updating, approving, publishing and applying regulations regarding taxes and tariffs charged and due for the supply of goods and services rendered, as well as for the use of public areas under the port's jurisdiction.

After having heard every representative body of the interests in question, namely the CPL, CPC, AGEPOR, AOP and AOPL, the Board of Directors of the Port of Lisbon - Administração do Porto de Lisboa, SA, has ratified - under the terms of article 3, no. 2 paragraph d) of Decree-Law 336/98, dated 3<sup>rd</sup> November, article 9 paragraphs a) and c) of the Tariffs Regulations System for Mainland Ports and article 10 of the statutes of said port authority, approved by that legislation – the following Tariff Regulations for the Port of Lisbon APL - Administração do Porto de Lisboa, SA, which are to come into force as of **1st January 2009**.

**CHAPTER I - GENERAL CONDITIONS**

**Article 1 - Scope of Application**

The Port of Lisbon Authority – APL - Administração do Porto de Lisboa, SA, hereinafter named APL, S.A. – will charge the tariffs established in the present Regulations for the use of its facilities and equipment, goods supplies and services rendered regarding the port economic exploitation, and the common use of the public domain within its jurisdiction area.

**Article 2 - Definitions**

Definitions of expressions used throughout these regulations are annexed for purposes of its application.

**Article 3 - Use of Staff**

1. Tariffs always include the costs with staff employed and deemed necessary for the service to be rendered, and engaged by the port authority, unless otherwise indicated.
2. When staff is employed beyond that referred to in the previous paragraph, the staff tariff established in these regulations will apply.

**Article 4 - Measurement Units**

1. The measurement units applicable are as follows:
  - a) **quantity**: cargo unit;
  - b) **mass**: metric ton;
  - c) **volume**: cubic metre;
  - d) **area**: square metre;
  - e) **length**: linear metre;
  - f) **time**: hour, day, month and year;
  - g) **size of boats and ships**: gross tonnage unit (GT).
2. Direct measurements carried out by the port authority or by other bodies appointed by it, prevail over those shown on the documents.
3. For purposes of counting periods in days, these refer to calendar days.

**Article 5 - Requisitioning of Services**

1. Service rendering is to be preceded by a requisition to be made through the means and

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under the terms established in the Port Operating Regulations. Petitioners are liable for the payment of the respective tariffs.

2. APL, SA shall establish rules and minimum charges or periods of time to service requisitioning and possible penalties.

### **Article 6 - Collection of Taxes**


1. Taxes will be collected immediately after service rendering, unless APL, S.A. carries out a different procedure.
2. For purposes of the previous number, the manifests and respective BTUP's and passenger handling shall be correctly delivered in a maximum period of three days to APL, SA, after the respective load or unload operation, under penalty of, without excluding a countermanding process, being due compensatory interest to the port administration, counting from the end of the delivery date until the effective date of delivery or correction.
3. Tax collection can be entrusted to different bodies under conditions to be established by APL, S.A.
4. Taxes could also be collected by third parties replacing the proper taxed, under legal terms.
5. In view of the safeguard of its interests whilst Port Authority - namely due to amounts outstanding, APL, S.A may require, whenever deemed convenient, tariff payment in advance or that such payment be assured by means of a deposit or bank guarantee (under the terms to be determined by APL, S.A.) of any amounts that may feature as unsettled from the tariffs applied.
6. Once an invoice payment deadline expires (a 30-day period starting on the invoice issuing date, unless there are different agreements or indications established by APL, SA), its collection will be subject to the addition of interest for delayed payment, as per the law in force.
7. In case of compulsory collection and without prejudice of due interest and other expenses caused, an amount of **Euro 50**, settled by APL, SA will be debited and added to the amount inscribed on the invoice. Such specific amount corresponds to expenses with the administrative collection process.

### **Article 7 - Invoice Claiming**

1. Claims against the amount invoiced will only be accepted when submitted within a 30-day calendar period, counting as of the date it was issued and if submitted in writing with a duly justified reason, and have no suspensive effect. Therefore, the total amount invoiced shall

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be paid within the payment deadline, including the part(s), which are object(s) of the said claim.

- 2.** In case the claim is accepted, the amounts object of claim will be refunded within a 30-day period. This procedure will not grant the payment of any compensation interest.
  - 3.** In case of claimed invoices, when a repeated error of the client is acknowledged, namely in the filling in of the documents sent to APL, SA, a value of **Euro 50** will be debited for each credit note issued.
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**CHAPTER II - PORT USE TARIFF****Article 8 - Port Use Tariff**

1. Port use tariff, hereinafter named TUP, is charged for the availability and use of the systems related with incoming, stay and outgoing of ships, handling of ships, cargo and passengers, and safety and environment preservation, under the terms of the Tariff Regulations System for Ports in the Mainland.
2. TUP comprises two areas, one of which applies to boats and ships, hereinafter named TUP/Ship, and another one named TUP/Cargo, which applies to cargo, under the terms as follows:
  - a) TUP/Ship is applied to every boat and ship incoming the port area, including river, local, or coastal traffic, fishing boats, maritime and tourism crafts, leisure boating and tugs with over 5 GT,
  - b) TUP/Cargo is applied by ton or cargo unit, corresponding to categories or cargo types.

**Article 9 - TUP/Ship based on Gross Tonnage (GT) and variable time (T)**

1. TUP/Ship to be charged to boats and ships is estimated by the unit of gross tonnage (GT), 24-hour indivisible periods and by type of ship. It is expressed in Euro, according to the table below:

Type of Boat or Ship	1st period (Euro)	Remaining periods (Euro)
<b>Tankers</b>	0,1581	0,0331
<b>Passenger Ships</b>	0,0638	0,0301
<b>Container Ships</b>	0,1387	0,0266
<b>Roll-on/ Roll-off Ships</b>	0,1387	0,0266
<b>Remaining Boats or Ships</b>	0,1671	0,0317

2. TUP/Ship is applied to tankers aimed at carrying crude petroleum and petroleum by-products with segregated ballast tanks and will be estimated according to the reduced gross tonnage.
3. TUP/Ship applied to boats and ships dedicated to river or local traffic, and recreational crafts dedicated to maritime and tourism activities, with no previous agreement, are as follows:
  - a) River or local traffic dedicated boats or ships: **Euro 0,1339** by the unit of the square root of the gross tonnage, and an indivisible 24-hour period,

- b) Recreational crafts dedicated to maritime and tourism activities that do not use dedicated berthing places: **Euro 0,1339** per 24-hour period, and per square metre of occupied area, estimated by the product of the overall length and beam.
- 4. For purposes of TUP/Ship application, time count begins and ends when the ship enters and leaves the port, respectively.
- 5. Ships arrested in the framework of the *Port State Control* legislation, or other national ships arrested in the light of similar criteria laid down in the "*Paris Memorandum*", a TUP/Ship – Remaining periods will be applied, with a **150%** increase, irrespective of whether the ship continues or not its operation. In addition, ships to which this tariff increase applies will not benefit from any reduction in the field of TUP/Ship Tariff.

### Article 10 - Reductions in TUP/Ship

TUP/Ship could be object of the following reductions:

#### A. Technical Ports of Call:

1. **30%** for ships that entered the port exclusively for Cleaning, waste discharge or gas freeing in station during the time deemed necessary and previously requested to APL, SA;
2. **60%** for ships that entered the port exclusively for Careenage or repairing in shipyard, dismantling, testing, compass adjusting, during the time deemed necessary and previously requested to APL, SA;
3. **30%** for ships that entered the port exclusively to supply food, water, fuel, lubricants and spare parts for self use, during the time deemed necessary and previously requested to APL, SA.

#### B. Good Environmental Practices

**5%** expressed in a "Green Award" for ships or boats bearing the Certification issued by the Rotterdam *Bureau Green Award* or a certification within the scope of the ISO 14001 and that meet the respective requests, requested beforehand to APL, SA.

#### C. To Boost Intermodality

1. All ships integrated in a regular liner service, approved beforehand by APL, SA, and which have throughout the 365 calendar days previous to the call of said ships totalled the number of calls comprehended in the below mentioned table, can benefit from certain reductions, provided that it is previously requested to APL, SA:

Reductions	Liners	Remaining Ships
from 6 to 24 calls/year	5%	10%
from 25 to 52 calls/year	15%	23%
from 53 to 100 calls/year	25%	30%
over 100 calls	35%	40%

2. Ships operating in **short sea shipping**, as of the 24th (twenty-fourth) call carried out within the 365 days previous to the date of the port call, can benefit from a 20%-reduction, provided that it is requested beforehand and that the respective confirmation is presented.

#### D. Consolidation of Port Traffic

1. Ships operating in national cabotage can benefit from a **10%**-reduction, provided that it is previously requested to APL
2. Cargo and passenger ships that maintain the name and that do not fit in any of the other services, as of the **6th** (sixth) call in the 365 calendar days immediately before the last port call, can benefit from the following reductions, provided that it is requested beforehand to APL, SA:

Reductions	%
from 6 to 12 calls/year	2.5%
from 13 to 24 calls/year	5%
from 25 to 52 calls/year	10%
over 52 calls	20%

#### E. Strategical Interest

1. Container ship liner services which have Lisbon as a direct port of call – with main ships and not “feeders” – as long as APL, SA recognises that those lines have a strategic value for the port and projection of regional and national economy, can benefit from a **35%**-reduction.
2. In addition to the above mentioned requirements, this reduction shall be assigned to the line service whenever the later satisfies the following conditions:
  - a) Calls the port at least 20 (twenty) times each year;
  - b) Use of ships with gross tonnage equal to or higher than 20.000;

#### Article 11 - TUP/Ship Exemption

1. The following boats and ships are TUP/Ship exempt:

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- a) Hospital-ships;
  - b) Vessels belonging to the Portuguese Navy and to foreign navies, since they are on official visits or hoisting a flag pavilion from a country granting reciprocal treatment to Portuguese navy ships,
  - c) Ships in scientific, cultural or charity mission, when required,
  - d) Incoming ships for the single purposes of crew shifting or disembarking sick or dead passengers during the time strictly needed for such purpose,
  - e) Tugs and floating equipment serving the port or those concessioned,
  - f) Local traffic boats as well as coastal fishing boats with a gross tonnage equal or lesser than 5 GT.
2. Research ships serving the Portuguese State are exempt from the procedures laid down in c), paragraph 1.

**Article 12 - TUP/Cargo**

1. All cargo using the port is subject to unit taxes settled according to types of cargo on the table below. Such TUP/Cargo is to be paid for by the cargo owners or their legal representative:

Type of Cargo		Unit	Tariff (Euro)
<b>Liquid Bulk</b>		Ton	0,4434
<b>Solid Bulk</b>			
. Agricultural products		Ton	0,5782
.Other solid bulks		Unload	0,4285
		Load	0,3147
<b>General Break Bulk Cargo</b>		Ton	0,5068
<b>Containerised Cargo</b>	Unload	Container <= 20'	10,3000
		Container > 20'	17,5100
	Load	Container <= 20'	8,2400
		Container > 20'	11,3300
<b>Vehicles</b>			
. Light Motor Vehicles		Unit	2,6394
. Other Vehicles		Unit	6,8624

2. Cargo from / to **other national ports**, are subject to the unit taxes, for loading or unloading, by cargo type:

Type of Cargo	Unit	Tariff
Liquid Bulk	Tons	0,4434
Solid Bulk	Tons	0,3117
General Break Bulk Cargo	Tons	0,3117
Containerised Cargo	Container <= 20'	4,9440
	Container > 20'	9,2700
<b>Vehicles:</b>		
. Light Motor Vehicles	Unit	1,3197
. Other Vehicles	Unit	3,4312

3. Cargo in **international transit (loading and unloading) and for transfer/transhipment (unloading)** are subject to the following unit rates:


Type of Cargo	Unit.	Transfer	International Transit	Transhipment
Solid and Liquid Bulks	Tons	0,2060	0,2060	0,1401
General Break Bulk Cargo	Tons	0,4193	0,4406	0,2575
Containerised Cargo	Container <= 20'	1,5450	3,2960	1,5450
	Container > 20'	2,5750	5,7680	2,5750
<b>Vehicles</b>				
. Light Motor Vehicles	Unit	1,3197	1,3197	-
. Other Vehicles	Unit	3,4312	3,4312	-

4. TUP/Cargo applied to river traffic, including sand and gravel, when in a single payment, is of **Euro 0,1533** per ton.
5. To cargo transhipped to a riverboat heading to the quay, or vice-versa, should only apply taxes as per no. 1, 2 or 3, as the case may be.
6. Sea-borne cargo unloaded at some port facilities, and later on carried by river traffic to different port facilities, only pay taxes as per no. 1, 2 or 3, depending on the case while no. 4 does not apply.

### Article 13 - TUP/Cargo Exemption

The following cargo is TUP/Cargo exempt:

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- a)** Hand luggage and luggage weighing less than 30 Kg, motor-cars and leisure boats accompanying passengers;
  - b)** Sails, gears, nets and fishing equipment belonging to both river and fishing boats and ships;
  - c)** Fuels, lubricants, provisions, and spare parts for ships' own use, as well as waste handling;
  - d)** Empty container tares, semi-trailers and mafis used in Roll-on/Roll-off traffic, as well as unloaded cargo in order to facilitate handling on board, and subsequently reloaded on the same vessel;
  - e)** Scientific equipment for vessels on scientific missions and material used by official bodies in the signalling systems installation or conservation they are in charge of;
  - f)** Cargo proved to be heading to charity organisations and coffins or funeral urns with human remains;
  - a)** Cargo using river collective means of transport.
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**CHAPTER III - PILOTAGE**

**Article 14 - Pilotage Tariffs**

1. Pilotage tariffs are due by ship owners, or their legal representatives, for services rendered to the ship, which include the boat / ship pilotage systems when incoming, outgoing, and in the inner and outer parts of the port.
2. For purposes of estimate, pilotage tariffs include services concerning: incoming and mooring, incoming and anchoring, casting off and anchoring, casting off and sailing, weighing anchor and sailing, suspending and mooring, shifting services, running alongside, or other mooring structures and testing services.
3. Incoming and mooring service, or incoming and anchoring, is the set of manoeuvres performed by the boat / ship from the moment that, outside the port area, it starts approaching manoeuvres until the berthing manoeuvre is finished at the very site it was destined to.
4. Cast off and sail service, or suspend and sail, is considered as the set of manoeuvres performed by the boat / ship from the moment it starts manoeuvring until it reaches the outer limit of the port.
5. Shifting service is considered as the set of movements and manoeuvres performed by the boat / ship, inside the port area, to change its berthing site.
6. Testing service is considered as the set of movements and manoeuvres performed by the boat / ship, inside or outside the port area, for purposes of testing engines or other devices and equipment, speed tests and compass adjustment.
7. A service of running alongside the quay or alongside other mooring structures, rendered only upon request of the captain of the ship serviced is considered a manoeuvre performed by the latter in order to shift the berthing place alongside the same structure without losing contact with it.
8. Each service referred to in the previous paragraphs includes costs with pilot's transportation from the station to the boat / ship and return.
9. Pilotage service for the boat / ship shall comprehend the permanence of the pilot in the periods of time exceeding:
  - a) Half an hour between the time the service was requested and the arrival of the ship at the outer limit of the pilotage area so that the pilot can go on board;
  - b) Half an hour between the time the service was requested and the time it begins, when the ship is already inside the limits of the pilotage area or inside the port;
  - c) Three hours when the service requested takes more than such a period of time.

**Article 15 - Pilotage Tariffs**

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1. The amount to be charged for each pilotage performance is estimated based on a unit tax, according to the service to be rendered, in Euro, per operation, multiplied by the square root of the boat or ship's gross tonnage.
2. Pilotage service tariffs are as follows:

Tariffs	Euro
<b>Pilotage tariffs for alongside the quay or other mooring structures</b>	2,4709
<b>Pilotage tariffs for other services</b>	7,7514

3. Pilotage tariffs applicable to tankers for petroleum crude and products with segregated ballast tanks will be estimated based on a reduced GT.
4. The taxes applied for each pilotage service will be increased in **25%**, if the following cases occur:
  - a. When ships are not self propelled;
  - b. If the pilot needs to assist the direction finder calibration and magnetic compass calibration during the pilotage of the vessel.
5. The tariff for pilotage service charged to the vessel is of **Euro 133,9000** per indivisible hour.
6. Material and equipment assigned to the pilotage service can be used under the terms established in article 22.

### Article 16 - Service Request

1. Pilotage service requests shall be carried out in compliance with the rules laid down in the Regulations of the Lisbon Port Authority, published in an APL internal document.
2. Rules and conditions for cancelling and changing pilotage service are laid down in the said Regulations.

### Article 17 - Reductions and Exemptions

Pilotage tariffs can be reduced under the conditions as follows:

1. **30%** for tariffs laid down in article 15, no. 2:
  - a. in the case of Portuguese navy ships and navy aide units, upon request,
  - b. Ships held by bodies that pursue public interests needing special protection, when required by the parties concerned, such as the foreign navy on scientific, cultural and beneficence missions.
2. **20%** for tariffs laid down in article 15, no. 2, in the case of ships calling the port for the

single purpose of loading fuel, supplies and take fresh water.

3. **10%** for tariffs laid down in article 15, no. 2, when ships operate in national cabotage services, as long as it is requested to APL beforehand
4. ships operating in regular service lines, as of the sixth call, within the 365 calendar days before the date of the call, can benefit from the following reductions for the tariffs foreseen in article 15 no. 2, provided it is previously requested to APL:

Reductions	%
from 6 to 24 calls/year	3%
from 25 to 52 calls/year	5%
from 53 to 100 calls/year	7%
over 100 calls	9%

5. If the pilot is more than **30 (thirty) minutes** when coming aboard in relation to the time for which the service was confirmed, the applicable pilotage tariffs referred in article 15, no. 2, shall benefit from a **10%**-reduction, exclusively concerning the manoeuvre in the service requisition;
6. Ships that come to port to disembark survivors of shipwrecks, crew members and passengers in life danger or those who need to be rescued, without performing any other kind of service, are exempt of pilotage tariffs.
7. Ships referred in article 15 no. 5 of these regulations will not benefit of any reduction or exemption within the scope of the pilotage tariffs.



**CHAPTER IV - PASSENGER TRAFFIC**

**Article 18 - Passenger Traffic Tariff**

- 1.** Passenger traffic tariff is due for the availability and use of passenger traffic related systems, including the use of terminal facilities, gangways and their handling, as well as departure or landing and traffic of cabin luggage, setting up, maintenance and operation of passenger, hand luggage and cabin verification systems.
  
- 2.** Terminal use by passengers is subject to tariffs as follows, per passenger:
  - Passenger departure or landing: Euro 9,8664
  - Passengers in transit: Euro 2,8644
  
- 3.** Euro 0,5665 will be added to the tariffs referred in point 2, concerning to the passengers verification systems and luggage.

**CHAPTER V - STORAGE****Article 19 - Storage Tariff**

1. Storage tariff is due, by cargo owners, consignees, their legal representatives or other petitioner bodies, for services rendered to cargo namely for occupation of sheltered and unsheltered areas, warehouses and depots.
2. Cargo remaining in wagons, or any other vehicles carrying them, is subject to a storage tariff corresponding to the area occupied by the wagons or vehicles during the period they remain inside the port facilities.
3. For purposes of tariff application, time count begins on the day the space is occupied and ends on the day it is cleared of cargo or vehicles. In case of storage transfer time count is considered to be continuous.
4. Tariffs laid down in the articles below refer to the whole space occupied, - and APL, S.A. can establish minimum areas, volumes or weights for purposes of invoicing.

**Article 20 - Sheltered and Unsheltered Storage**

1. Notwithstanding that established in paragraphs 2 and 3, cargo stored in sheltered and unsheltered areas, on dock esplanades or in warehouses is subject to the following tariffs, per square metre and indivisible day:

Type of Storage (amounts per sq. metre and per day)	first 5 days	from the 6th to the 15th day	from the 16th to the 30th day	as of the 31 <sup>st</sup> day
<b>Unsheltered</b>	Free of Charge	0,0210	0,0449	0,1394
<b>Unsheltered in dock esplanades</b>	Free of Charge	0,0416	0,0902	0,2323
<b>Sheltered in warehouses</b>	Free of Charge	0,3189	0,4645	0,6968

2. Containers stored in dock embankment are subject to the following tariffs, per unit and per indivisible day:

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Type of Storage	First 5 days	from the 6th to the 8th day	from the 9 <sup>th</sup> to the 16 <sup>th</sup> day	as of the 17th day
<b>Containers up to 20'</b>	Free of Charge	0,6461	1,3936	5,8066
<b>Containers over 20'</b>	Free of Charge	0,8615	2,0904	6,9680

3. Sheltered or unsheltered areas can be reserved by APL, SA under special conditions to be settled. The tariff due by the square metre, cubic metre or tonne depends on the types of use, cargo, - or area, as well as the storage period.

**CHAPTER VI - USE OF EQUIPMENT****Article 21 - Tariff for Use of Equipment**

1. The tariff for use of equipment is due by those who request the equipment for services rendered to cargo or to the ship, for the use of manoeuvring and maritime transport equipment, of manoeuvring and land transport equipment, container handling in dedicated terminals and other equipment for ship, cargo and passenger support in the port, including its availability.
2. For the purpose of tariff application, time count begins the moment equipment is placed at the petitioner's service and ends when the requisition period is completed.
3. Rental periods, counted under the terms of the previous item, include time spent in displacing removable equipment from the site its was stationed to the site where service is to be rendered and vice-versa. Exception is made when equipment is moved to render more than one service – in such case the beginning of a service will correspond to the completion of the previous service.
4. Time count for equipment use is suspended due to equipment breakdowns, power shortages, or other reasons alien to the petitioner, which APL, S.A. may consider to be reasonable for equipment stoppage.

**Article 22 - Manoeuvring and Maritime Transport Equipment**

1. The use of both manoeuvring and maritime transport equipment, and facilities and structures assigned to such equipment, are subject to the tariffs in the table below, per unit and indivisible time period, according to type:

Type of Equipment	Tariff (Euro)
<b>Launches belonging to DPPL</b> - Inside the port limits - Outside the port limits	67,7600/hour 111,5100/hour
<b>Launches</b> - General - Laibeque	67,7600/hour 111,5100/hour
<b>Multipurpose crafts</b>	268,3200/hour
<b>Removable fenders</b>	
. Pontoon type	105,3200/24 hours
. "Yokohama" type	61,7100/24 hours
. Aircraft-tyre type	18,1100/24 hours

2. Material and equipment affected to pilotage service may be used, namely, in different transports.

3. In non-concessional port areas, removable fender tariff is only applied if such equipment is expressly requested.
4. The transport of floating fences is subject to the tariffs as follows:
  - a) In cruise ship mooring operations the transport of metal pontoon-type fenders is due the amount of **Euro 105,3200** by fender and operation;
  - b) As for "Yokohama" and aircraft-tyre types a tariff of **Euro 67,7600** is due by fender and operation;
  - c) For all remaining cases, different from the previous items, manoeuvring and maritime transport equipment tariffs will apply.

### **Article 23 - Manoeuvring and Land Transport Equipment**

1. The use of both manoeuvring and land transport equipment, and facilities and structures affected to such equipment, are subject to the tariffs in the table below, per unit and indivisible time period, according to type:

<b>Type of Equipment</b>	<b>Tariff (Euro)</b>
<b>Rail mounted 6-ton crane</b>	41,6000/hour
<b>Mobile 30-ton crane</b>	134,1600/hour
<b>2,5-ton fork lifter</b>	33,5400/hour
<b>Tractors</b>	52,3300/hour
<b>Gangways</b>	67,0800/day

2. Tariff for gangway use does not apply to ships whose passengers are subject to the Tariff foreseen in article 18.
3. The use of gangways by ships, namely war vessels, does not include placement, removal and transport, exception is made when ships berth along passenger terminals and the equipment available meet their needs.
4. Will be invoiced the minimum of 4 hours to requests for equipment of elevation for services between 00h00 and 08h00.
5. Service requests, cancellation conditions, and service shifts are made under the terms of the rules laid down in the Operating Regulations, published in an APL internal document.

### **Article 24 - Fire-fighting, Environmental Preservation Equipment and Sundry**

Anti-pollution equipment tariffs apply per unit and indivisible period, according to type, as follows:

Type of Equipment	Tariff (Euro)
<b>Craft with Skimmer</b>	281,7300/hour
<b>Auxiliary craft</b>	80,5000/hour
<b>Single Skimmer (20 m<sup>3</sup>)</b>	33,5500/hour
<b>Floating fences</b>	5,7000/m.day
<b>Tanks (3 m<sup>3</sup>)</b>	50,3100/day
<b>Tanks (10 m<sup>3</sup>)</b>	154,2800/day
<b>Pumps (30 m<sup>3</sup>)</b>	40,2600/hour
<b>Pumps (200 m<sup>3</sup>)</b>	241,4800/hour
<b>Gas detector</b>	23,4900/space
<b>Pump with monitor</b>	243,0800/hour
<b>Metallic fences</b>	6,2300/day

**CHAPTER VII - SUPPLIES****Article 25 - Supplies Tariff**

1. Supplies tariff is due, by petitioners and goods supplied, for staff and consumable goods provisioned. It includes the service related to each supply to port users.
2. The Technical Security Inspection is subject to the following tariffs:
  - a) Technical Inspection and dislocation of the technician for a period up to four hours: **Euro 317,6800**;
  - b) In case of extraordinary time, per man and indivisible hour: **Euro 79,4200**.
3. Provision of staff for services, the tariffs of which are not inscribed in that use, are due per worker and indivisible hour, as follows:

<b>Group</b>	<b>Tariff (Euro)</b>
<b>Professional Group 1</b>	79,4200
<b>Professional Group 2</b>	50,8200
<b>Professional Groups 3 and 4</b>	33,7100
<b>Professional Group 5</b>	28,3200
<b>Professional Groups 6 and 7</b>	22,2500

4. APL, SA supplies electrical power to ships under the following conditions:

<b>Supplies</b>	<b>Tariff (Euro)</b>
<b>Electric power - temporary</b>	0,2980/Kwh
<b>Metres and self-transformers:</b>	
- <b>single-phased metres</b>	1,6171/day
- <b>tree-phased metres</b>	3,2342/day
- <b>self-transformers</b>	6,4581/day

5. Within the framework of temporary electric power supplies, charges with staff used due to the nature of the supply operation will be invoiced separately under the terms of paragraph 2 above.

**CHAPTER VIII - WASTE COLLECTION****Article 26 - Waste Collection Tariff**

Fixed waste tariffs are due by ship owners or their legal representatives and integrate the fixed and variable tariff.

**Article 27 - Fixed Waste Tariff**

1. The fixed tariff corresponds to the ship's contribution established by Directive 2000/59/CE of the European Parliament and Council for the recovery of costs with port means for the reception of waste, including the costs with treatment and elimination, irrespective of the effective use of said means.
2. The fixed waste tariff is calculated per unit of gross tonnage (GT), applied to all ships and vessels calling the port, corresponding to Euro 0,0080/GT for a maximum of Euro 500.
3. The fixed tariff applied to tankers aimed at carrying crude petroleum and petroleum by-products with segregated ballast tanks and will be estimated according to the reduced gross tonnage.
4. Under the fixed tariff the ship is assured a waste collection service called Minimum Service with no additional costs up to the following maximum values per GT class:

<b>GT Class</b>	<b>Minimum Service Guaranteed to the Ship</b>
<b>&lt;= 2 500</b>	Maximum value of Euro 40,0000 applied to the collection of solid and recoverable waste
<b>2 500 to 10 000</b>	Maximum value of Euro 76,5000 applied to the collection of solid and recoverable waste
<b>10 000 to 25 000</b>	Maximum value of Euro 194,0000 applied to the collection of solid and recoverable waste, waste contaminated with hydrocarbon in drums and special waste in drums
<b>&gt; 25.000</b>	Maximum value of Euro 300,000 applied to the collection of all types of waste, except waste cargo.

5. In order for the Minimum Service to be granted the ship has to request the collection of the waste beforehand, the effective delivery of the waste and the compliance with the conditions for the disposal of waste and of the use of reception means established in the Port Authority's Regulations for Vessel Waste Management.
6. The Minimum Service is expressed in a reduction on the value of the waste collection service in the ship's invoice of up to a maximum value established per GT class.

### **Article 28 - Exemptions of the Fixed Waste Tariff**

The following vessels and ships are exempt of fixed tariff:

- a)** Warships;
- b)** Warships on official visit;
- c)** Ships owned/licensed or operated by port authority;
- d)** Fishing vessels and factory-ships for fish treatment;
- e)** Submersibles, platforms and other structures;
- f)** Non-propelled barges;
- g)** Recreational craft with maximum capacity for 12 passengers;
- h)** Vessels with maritime-touristic activity;
- i)** Vessels paying an annual mooring tax;
- j)** Vessels with a certificate of waste tariff exemption, issued by APL, SA.

**Note:** paragraph i), will be object to regulation by an internal document from APL, S.A., in order to consider other exemptions previewed in legislation (Decree-Law n. º 165/2003, from 24<sup>th</sup> of July) namely ships serving under a Service Line with frequent and regular port calls if there is sufficient evidence of an arrangement to ensure the delivery of ship generated waste and tariff payment.

### **Article 29 - Variable Waste Tariff**

- 1.** The variable tariff shall be applied to all ships exempt of fixed tariff, that intend on delivering hydrocarbon waste, sanitary sewage waste, solid and valorizable waste, special waste and cargo waste.
- 2.** For ships not exempt of the fixed tariff, the variable tariff shall be applied when the delivery of waste exceeds or is not included in Minimum Service.
- 3.** Values pertaining to the variable tariff for waste are the following:
  - a)** for the collection of hydrocarbon waste, solid waste contaminated with hydrocarbon and sanitary sewage:

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Waste	Tariff for Collection by Tanker Truck and Treatment		
	Quantity m <sup>3</sup>	Estimated Time Limit	Euro
Hydrocarbon Waste collected through transfer	Up to 5 m <sup>3</sup>	2 hours	514,7900
	From 5 to 10 m <sup>3</sup>	3 hours	829,9700
	From 10 to 15 m <sup>3</sup>	3 hours	1019,0800
	From 15 to 20 m <sup>3</sup>	4 hours	1197,6800
	From 20 to 25 m <sup>3</sup>	5 hours	1386,7900
	From 25 to 30 m <sup>3</sup>	5 hours	1575,9000
	Over 30 m <sup>3</sup>	No. hours = 1h for each 10 m <sup>3</sup> (minimum of 6 hours)	51,4800/m <sup>3</sup>
Hydrocarbon waste in 0,2 m <sup>3</sup> drums	-	-	94,5500/ drum (0,2 m <sup>3</sup> )
Sanitary Sewage	Up to 5 m <sup>3</sup>	2 hours	420,02400 / 30 m <sup>3</sup> (transport) + 7,0000/m <sup>3</sup> (treatment)
	From 5 to 10 m <sup>3</sup>	3 hours	
	From 10 to 15 m <sup>3</sup>	3 hours	
	From 15 to 20 m <sup>3</sup>	4 hours	
	From 20 to 25 m <sup>3</sup>	5 hours	
	From 25 to 30 m <sup>3</sup>	5 hours	
	Over 30 m <sup>3</sup>	No. hours = 1 hour for each 10m <sup>3</sup> (minimum of 6 hours)	
Additional tariff for operations carried out in conditions other than the usual (use of pumping equipment, etc.)			20% on the above values, for a minimum of Euro 250,0000
Extra hour Tariff			Euro 42,0200 /hour

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Immobilization of vehicle; ( excludes transport and treatment of waste discharged)	600,0000 /indivisible 24-hour period
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**b)** for the collection of solid waste at quays:

Solid Waste	Collection Tariff and Transport		Destination Tariff
	Capacity M <sup>3</sup>	Euro	
Containers	Up to 4 m <sup>3</sup>	55,0000	0,0560/kg
	From 4 to 10 m <sup>3</sup>	76,5000	
	From 10 to 30 m <sup>3</sup>	97,0000	
	From 30 to 40 m <sup>3</sup>	106,5000	
Workers for the collection of waste aboard	10,1000 /man/hour		
Relocation of containers	55,0000 / vehicle		

**c)** Tariff for collection of waste off-shore – tariffs established in a) or b) plus Euro 338,0000 /hour. The collection of waste off-shore that involves waste superior to 20 tons or the handling of special equipment is subject to a specific tariff;

**d)** Tariff for special operations – off rate for transactions involving other types of waste, including cargo, special and large quantity of waste or mobilization of special equipment.

**Article 30 - Requisition for collection service**

1. The requisition for the waste collection service is carried out under the terms of the Port Authority's Regulations for Vessel Waste Management.
2. The norms and conditions for the cancellation and change to the waste collection service are established in the above mentioned Regulations.

**Article 31 - Reductions and Increases**

1. Any requisition for collection service which is not carried out, changed or cancelled in accordance with the terms and conditions stipulated in Article 30, is subject to increases in the following situations:

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- a) For cancelling the requisition for the collection of hydrocarbon waste or sanitary sewage and for the reduction in quantity of this waste that will influence the number and type of equipment to be used of the responsibility of the ship or of its representative, the amount of Euro 250,0000 / 30 m<sup>3</sup> of non-collected waste through pumping and of Euro 50,0000/20 drums of 0,2 m<sup>3</sup> not collected;
  - b) For cancelling the requisition for the collection of solid and recoverable waste and for the reduction in quantity of this waste that will influence the number or capacity of equipment to be used, the values in article 29 paragraph b) shall be applied;
  - c) For a delay of over 30 minutes in relation to the hour confirmed by APL for the start of the waste collection service, of the responsibility of the ship or of its representative, the amount of Euro 42,0200 for each hour up to a maximum amount equivalent to the increase for the cancellation of the service;
  - d) For the displacement of vehicles to the quay to no effect to withdraw containers, the amount of Euro 55,0000 per vehicle;
  - e) The above paragraphs, in case of special operations, being a) and b) over taxed in 40%, whenever special means of equipment are mobilized.
- 2.** For a delay of over 30 minutes in relation to the hour confirmed by APL for the start of the waste collection service, of the responsibility of APL or of waste collection operators, justifies the application of a reduction to the variable tariff of Euro 42,0200 per hour up to a maximum amount equivalent to the means to be used for the service, or to the fixed tariff, if there is no variable tariff, up to its maximum value.
- 3.** The non execution of the waste collection service, of the responsibility of APL or of the operator justifies the application of a reduction to the fixed tariff equivalent to the value of the means that would have been used for the service, up to a maximum value of said tariff.

**Note:** chapter VIII is subject to change depending on the tender award for the course of providing services for collecting solid waste and recoverable in the Port of Lisbon

**CHAPTER IX - COMPLEMENTARY DISPOSITIONS****Article 32 - Local or River Traffic**

Except for boats and ships licensed for maritime and tourism activities, local or river traffic may be granted annual agreements for staying in port. The annual tariff for year 2009 is of **Euro 0,3873** by gross tonnage unit.

**Article 33 - Priorities in Reduction Application**

1. The most favourable reduction will be applied to ships in position to benefit from (non-cumulative) reductions, which are incompatible amongst each other.
2. Regarding the execution of multiple reductions these will be applied in sequence.

**Article 34 - Reductions and Exemptions**

The boats / ships that call the port of Lisbon can benefit from reductions and exemptions foreseen in these regulations at the places and for the maximum duration specified in the table below:

Ship Situation	Scope	Place	Maximum Duration
Operational	General	All	Indeterminate
Provisioning *	Provisioning for vessel's own use; provisions, water supply, fuels, lubricants and spare parts	-	2 periods of 24 hours
Crew Relief **	Crew Relief	-	2 periods of 24 hours
Disembarking patients or deceased persons **	Disembarking patients or deceased persons	-	2 periods of 24 hours
Hospital Ships **	Hospital ships	All	Indeterminate
Portuguese Navy **	Portuguese Navy ships	All	Indeterminate
Official Visits **	Ships in official visit	All	Indeterminate
Reciprocity of Exemption **	Ships of foreign Navies granting exemption to the Portuguese Navy ships, in the respective countries	All	Indeterminate
APL Services**	Port service ships	All	Indeterminate

Ship Situation	Scope	Place	Maximum Duration
Gas freeing *	Cleaning or gas freeing	Porto Brandão/ETC	Indeterminate
Repairs in Shipyard *	Careening or repairing at shipyard	Shipyards	Indeterminate
Dismantling *	Dismantling	Shipyards	180 periods of 24 hours
Tests *	Tests, gonios calibration and needle adjustment	All	Indeterminate

\* Reduction according to the respective TR article

\*\* Exemption as provided by the TR

### Article 35 - Other service rendering and supply of goods

1. Tariffs due for the use of public domain, render of sundry service and other supplies of goods which are not included in this document, as well as hiring of tools, utensils and material are settled through specific regulations.
2. APL, S.A. may render services beyond the ones of its regular activities, within or outside its areas, as long as it does not prove to be inconvenient. The respective tariffs have to be laid down by mutual agreement.
3. APL, S.A. may also render services and supply goods and consumption material, which are not included in its Regulations, upon request. Invoicing will be carried out at prime costs plus **20%**.

### Article 36 - Subsidiary Norms

Tariff Regulations System for ports in the mainland, passed by Decree-Law 273/2000 dated 9<sup>th</sup> November, and Decree-Law 336/98, dated 3<sup>rd</sup> November, and annex, apply for any norm not expressly laid down in these Regulations.

### Article 37 - Application in Time

1. The present Regulation replaces APL, S.A. Tariff Regulation of 2008, is published in the APL site and comes into force on 1<sup>st</sup> January 2009.
2. Ships with an ATA in year 2008 and staying in port throughout year 2009, without changing their situation, will be invoiced according to tariffs for year 2008 until they leave the port, within the limit of 15<sup>th</sup> January 2009.

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- 3.** For the purpose of tariff application TUP/Cargo to ships concluding their cargo operation after 31<sup>st</sup> December, cargo will be invoiced by the TR regarding the start of the operation.

**ANNEX 1**

- 1. Gross Tonnage:** global size of a ship in compliance with the International Convention on Ship Gross Tonnage, dated 23<sup>rd</sup> June 1969, commonly known as GT.
- 2. Reduced gross tonnage:** gross tonnage of a tanker after deducting the segregated ballast tankers tonnage, This complies with Annex 1 of MARPOL 73/78, and under the terms of the Dispatch of the Deputy Secretary of State of the Minister of Equipment, Planning and Territory Administration, no. 72-XIII/96, dated 31<sup>st</sup> July.
- 3. Berthing place:** area in water surface for ships manoeuvring and mooring, which is sheltered with sizes and depths compatible with tides, currents, meteorological conditions and port operational proceedings.
- 4. Types of boats / ships:**
  - **Tankers:** ships classified under oil tankers, gas carriers, cistern ships, and others non-specified, exclusively aimed at carrying liquid bulks.
  - **Container ships:** ships classified under container carriers, and all those which, in each call, exclusively operate in container handling dedicated terminals.
  - **Roll-on/Roll-off Ships:** ships classified under Ro/Ro. Those also include ships classified under *car-ferries* and mixed Ro-Ro/Lo-Lo ships with ramp.
  - **Passenger ships:** ships classified for passenger transport.
  - **Remaining boats or ships:** remaining boats and ships not included in previous items.
- 5. Regular Liner Service:** container ships, refer ships, roll-on/ roll-off ships, passenger ships or break bulk carriers are considered to be operating as regular liner services when simultaneously fulfilling the conditions as follows:
  - Operate for a fixed ship-owner,
  - Call the port at least six times per calendar year in compliance with an annual programme duly published and announced to the port authority. That programme should included both precedent and subsequent calls to each call at the port,
  - Serve the port at least once in each round trip, foreseen in the said programme.

**Cargo classification:** cargo classification by types under the terms of annex 2 to Directive no. 95/64/CE, of the Council, dated 8<sup>th</sup> December 1995, stating: liquid bulk, solid bulk, containers, ro-ro (self-propelled), ro-ro (non self-propelled) and break bulk (including small sized containers)

**International transit cargo:** cargo inbound from and outbound to abroad, being one of the cargo routes in the port (in or out) carried out by land.

**Indirect transshipment:** cargo unloaded from a ship and subsequently loaded onto another one, going shore in the meantime. No alteration or transformation should affect cargo while ashore.

**Direct transshipment:** cargo unloaded and immediately after loaded onto another ship, without going ashore. Ships can be anchored in midstream or berthed alongside.

**10. Vehicle:**

- **Light motor vehicles:** includes light motor vehicles, motorcycles, cyclomotors, bicycles, and their respective trailers,
- **Other vehicles:** includes heavy vehicles, trailers, semi-trailers, articulated vehicles and sets of vehicles, as well as all cargo in there, despite their nature and quantity.

**11. Short Sea Shipping**

Ships considered to be operating in SSS service are all those that, keeping their name, comply with the condition as follows:

- Operate within an area restricted to Europe, the Mediterranean Sea and Morocco.
- To be acknowledged by the port authority as cargo intermodal service or to correspond to a transfer to via maritime.
- To call the port at least 24 (twenty-four) times a year.

**12. Waste and hydrocarbon mixtures:** used oil, and solid waste contaminated with hydrocarbon, sludge, bilge water and oily mixtures, included in Annex I of MARPOL 73/78 and classified in accordance with the European List of Residues (ELR), approved by Decree n.209/2004, of 3<sup>rd</sup> March.

**13. Sewage:** any liquid substance containing appreciable quantities of organic material, easily biodegradable, keeping relative constancy of its characteristics in time, coming from any type of bathrooms, kitchens, laundries, compartments containing live animals, medical installations through lavatories, baths and scuppers. Drainage waters submitted to water treatment on board are also included (Annex IV of MARPOL 73/78)

**14. Solid waste:** set of materials with a predominantly solid consistency, of domestic waste type, operational, and packaged waste, excluding fresh fish and parts of it, produced during the normal functioning of the vessel, included in Annex V of MARPOL 73/78 and classified in accordance with the European List of Residues (ELR).

**15. Recoverable solid waste:** waste subject to a recycling/recovering process defined in Annex II – B the Decision of the Commission n.96/350/CE, of 24<sup>th</sup> May, if properly segregated. Examples: glass, paper and cardboard, plastic, woods, etc.

**16. Special Waste:** waste delivered occasionally by vessels that result from their normal Functioning or from other activities on board, classified in accordance with the European list of Residues (ELR), such as: fluorescent lamps, photo revealing liquid, aerosols, pyrotechnics, propane gas cylinders, batteries, medical waste, among others.

**17. Cargo Waste:** remnants of any cargo material on board in cargo holds or tanks which remain after unloading procedures and cleaning operations are completed and shall include loading/unloading excesses and spillage. Included here is also the damaged cargo whose owner or legal representative declares it as waste and requests the Port Authority to remove it and waste resulting from the transport of cargo in barges after the transshipment.

## ANNEX 2

## Simultaneous application of TUP – TUP/Ship

Code	Aims and Associated reductions	Simultaneously
<b>A</b>	<b>Reduce costs of technical calls</b>	
A1	Cleaning, discharge of waste or gas freeing in station	--
A2	Careenage or repairing in shipyard, Dismantling, tests, Compass adjusting	-
A3	Supply of goods, water, fuels, lubricants and spare parts for own use	--
<b>B</b>	<b>To encourage good environmental practices</b>	
B1	Green Award, applicable ISSO norms	D
<b>C</b>	<b>To boost intermodality</b>	
C1	Regular Liner Services:  - 6 to 24 calls; - 25 to 52 calls; - 53 to 100 calls; - Over 100 calls	B
C2	Short Sea Shipping	B
<b>D</b>	<b>To consolidate port traffic</b>	
D1	Cabotage services (national, continental)	B
D2	Frequent calls:  - 6 to 12 calls; - from 13 to 24 calls;	B

Code	Aims and Associated reductions	Simultaneously
E	- from 25 to 52 calls; - Over 52 calls  <b>Strategical Interest</b>	
E1	Services of strategical value	--

**Priorities in reduction application**

The most favourable reduction will apply to ships in position to benefit from reductions, which are incompatible among each other.

**Execution of multiple reductions**

To be applied in sequence

**Important Note:** in the event of any conflict or inconsistency between the terms of the English text of the "Tariff Regulations APL – Administração do Porto de Lisboa, SA" and the Portuguese text, the Portuguese text shall prevail.