



Porto de Lisboa

PORT OF LISBON TARIFFS REGULATION

APL – Administração do Porto de Lisboa, S.A.

2023

Important Note: The Portuguese version will prevail whenever there is a divergent interpretation between the English text

General Terms and Conditions apply as from January 1st, 2023

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CHAPTER I
GENERAL DISPOSITIONS

Article 1
Applicability

- 1.** APL - Administração do Porto de Lisboa, S.A., henceforth referred to as APL, SA, will charge, within their area of jurisdiction, the fees outlined in this Regulation for the use of their installations and equipment, for the supply of goods and provision of services on the economic operation of the port and the joint use of the public domain under its jurisdiction.
- 2.** VAT – Value Added Tax – under the terms of the Portuguese legislation, will be added to these sums.
- 3.** The fees provided in this Regulation, do not exempt the payment of other fees due to APL, SA under the Regulation of the Tariff System of Mainland Ports, or to other entities, namely Port terminals and Services Suppliers, under the terms of their fee systems regulations.

Article 2
Definitions

Definitions of expressions used throughout this regulation are annexed for purposes of its application.

Article 3
Use of Staff

- 1.** Fees 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 fee established in these regulations will apply.

Article 4
Units of measurement

1. The base units of measurement are:
 - a) **Quantity:** cargo unit;
 - b) **Bulk:** metric tonne;
 - c) **Volume:** cubic metre;
 - d) **Area:** square metre;
 - e) **Length:** linear metre;
 - f) **Time:** hour, day, month and year;
 - g) **Dimension of ships or vessels:** gross tonnage (GT).
2. The direct measurements made by the port authority or entities recognized by it prevail over those declared.
3. For calculating day periods, use the calendar days.

Article 5
Request for services

1. Service rendering is to be preceded by a requisition submitted in an electronic platform named Port Single Window and under the terms established in the Port Operating Regulations. The requesting parties are responsible for the payment of the respective fees.
2. APL, SA shall establish rules and minimum charges or periods of time to service requisitioning and possible penalties.

Article 6
Charging of fees

1. Fees will be collected immediately after service rendering, unless APL, SA carries out a different procedure.
2. For the purposes of the previous number, the passenger movement must be properly delivered to APL, SA, within 3 days of the cruise ship's stopover, under penalty of, without prejudice to a judicial proceeding, this Port Administration shall issue the invoice with reference to the capacities of the respective vessel as recorded in the IMO register.

3. The charging of fees can be entrusted to other entities under certain conditions to be set up by APL, SA.
4. The fees may also be charged through third parties in substitution of ratepayers, under the legal terms.
5. APL, SA, whenever it deems convenient, to safeguard the interests of the port authority, may demand the advanced payment of fees, or that they are assured through deposits or a bank guarantee, for the payment of any sums that may be owed resulting from the application of fees.
6. When the deadline outlined for the payment of an invoice expires, (which shall be thirty days from the date of issue, unless otherwise agreed or indicated by APL, SA) the sum will be subject to interest payments at the legal rate.
7. In the event of coercive payment, and without prejudice to the interest due and other caused costs, an amount equivalent to the administrative expenses and legal costs inherent to the respective collection process will be added to the amount of the invoice.

Article 7

Invoice complaints

1. Complaints concerning the sum of an invoice will only be accepted within 30 calendar days, counted from the date of issue, and provided in writing and with the duly substantiated reason, having suspensive effect, so that the total amount invoice must be paid within the period of payment, including the parcel or parcels subject of the complaint.
2. In case of approved complaint, the claimed amounts will be returned in simple within 30 days, without payment of any indemnity interest.
3. In case of claimed invoices due to confirmed customer error, particularly in completing the documents sent to APL, SA, a value of **EUR 50** will be charged per issued credit note.

Chapter II
Tariff for Port Use

Article 8
Tariff for Port Use

1. The tariff for port use, henceforth referred to as TUP, is charged for the availability and use of systems with regard to the entrance, anchorage and clearance of ships, for ship operations, cargoes and passengers, for safety and environment preservation, under the terms of the Regulation of the Tariff Systems of Mainland Ports.
2. TUP/Ship is applied to the ships and vessels entering the port area, including river, local, or coastal traffic, fishing boats, maritime and tourism crafts, leisure boating and tugboats with over 5 GT.

Article 9
TUP-Ship, based on gross tonnage (GT) and variable time (T)

1. The tariff for port use charged to ships and vessels is calculated per unit of gross tonnage (GT), for a non-divisible period of 24 hours and per type of ship, in accordance with the following table:

Type of Vessel or Ship	First 24 hour period* (EUR)	Following 24 hour period (EUR)
Tankers	0.1773	0.0371
Passenger Vessels	0.0716	0.0357
Container Vessels	0.1556	0.0298
Roll-on/Roll-off Vessels	0.1556	0.0298
Other Vessels or Ships	0.1872	0.0356

2. To vessels arriving the port and departing from Vila Franca de Xira, or vice-versa, the TUP/Ship is calculated per unit of gross tonnage (GT) and for a non-divisible period of 24 hours: **EUR 0.5727**.

3. TUP/Ship is applied to tankers carrying crude petroleum and petroleum products with segregated ballast tanks and will be calculated according to the reduced gross tonnage (GT).
4. TUP/Ship applied to boats and ships dedicated to Inland waterway or local traffic ships, with no previous agreement is **EUR 0. 1502** by unit of the square root of the gross tonnage and for a non-divisible 24 hour period;
5. For purposes of TUP/Ship application, time count begins and ends when the ship arrives or departs the port, respectively.
6. 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 considered in the TUP/Ship Tariff.
7. To the fees provided for in this article, add the value of **2.5%** as a fee from the Institute for Shipwrecked Aid, established in Decree Law no. 68/2001 of February 23.

Article 10 **TUP Reductions**

The tariff for port use applicable to the ship will benefit from reductions under the following conditions and upon request to APL,SA:

A. Technical Ships Call:

1. **30%** to incoming ships for the single purposes of cleaning, waste discharge or gas freeing in station, during the time strictly needed for such purpose;
2. **60%** to incoming ships with the single purposes or careenage or repairing in shipyard, dismantling, testing, compass adjusting, during the time strictly needed for such purpose;
3. **30%** to incoming ships with the single purposes of supplying food, water, lubricants and spare parts for self-use, during the time strictly needed for such purpose;
4. **60%** to incoming ships with the single purpose of bunkering, without prejudice to complement with other non-operational operations, such as crew changes, during the time strictly needed for such purpose.

B. Environmental Practices

1. **5%** to ships or boats bearing the Certification issued by the Rotterdam Bureau Green Award or a certification within the scope of ISO 14001.

C. To Boost Intermodality

1. The following reductions to ships integrated in a regular liner service, approved beforehand by APL, SA, from the 6th call carried out within the last 365 calendar days before the date of port call:

Number of Calls	Reduction
from 6 to 24 calls/year	10%
from 25 to 52 calls/year	25%
from 53 to 100 calls/year	30%
over 100 calls	40%

2. **20%** to ships operating in **short sea shipping**, bearing the respective supporting document, from the 24th call carried out within the 365 days before the date of port call.

D. Consolidation of Port Traffic

1. **10%** to ships operating in national cabotage;
2. The following reductions to cargo and passenger ships that maintain the name and do not fit in any of the other services, from the 6th call carried out within the last 365 calendar days before the date of port call:

Number of Calls	Redution
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%

3. Passenger ships on cruise voyages
 - a) the following reductions to ships integrated in the same cruise line, from the 6th call carried out within the last 365 calendar days before the date of port call:

Number of Calls	Reduction
from 6 to 12 calls/year	5%
from 13 to 24 calls/year	12,5%
from 25 to 52 calls/year	20%
over 52 calls	25%

- b)** Passenger ships under the reduction of the previous subparagraph are increased by one stopover in case they call the port for a turnaround operation involving embarking and/or disembarking of 75% or more of the maximum passenger capacity indicated in IMO Ship's file.

E. Strategical Interest

- 1. 45%** to 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 also for the regional and national economy;
- 2.** In addition to the above-mentioned requirements, this reduction will be assigned to the line service whenever it meets all the following conditions:
 - a) Calls the port at least 20 (twenty) times each civil year;
 - b) Use of ships with a gross tonnage equal to or higher than 30.000 GT;

Article 11 **TUP Exemptions**

- 1.** The following vessels or ships are exempt from paying fees for using the port:
 - a)** Hospital-ships;
 - b)** Portuguese and foreign navy ships, provided that they are on an official visit, or dock in the pavilion of a country that grants equal treatment to ships of the Portuguese navy;
 - 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)** Tugboats and floating equipment serving the port or those operating under a license;
 - f)** Local traffic boats as well as coastal fishing boats with a gross tonnage equal or lesser than 5GT.

- 2.** Research ships serving the Portuguese State are exempt from the procedures laid down in c) quoted in the previous number.

CHAPTER III
PILOTAGE

Article 12
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.** It is considered service running along the quay or other mooring structures, the manoeuvre performed to change place in the same structure and only provided upon request by the captain of the vessel/ship.
- 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.

Article 13 **Pilotage Tariffs**

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 EUR, per operation, multiplied by the square root of the boat or ship's gross tonnage.
2. Pilotage service tariff has a **minimum chargeable amount** based on a gross tonnage of **500GT**.
3. Pilotage service tariffs are as follows:

Tariffs	EUR
Pilotage tariffs for alongside the quay or other mooring structures	2.9791
Pilotage tariffs for other services	9.3455

4. Pilotage tariffs applicable to tankers for petroleum crude and products with segregated ballast tanks will be estimated based on a reduced GT.
5. The taxes applied to each pilotage service will be increased in **25%**, if the following cases occur:
 - a) When vessels have no propulsion of their own or have limitations in propulsion and / or manoeuvrability;
 - 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 **EUR 161.4366** per indivisible hour.
6. Material and equipment assigned to the pilotage service can be used under the terms established in article 20.

Article 14
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.
2. Rules and conditions for cancelling and changing pilotage are established in the above-mentioned Regulations, and are charged as follows:
 - a) **30% of increase**; if the cancellation occurs within two hours prior to the time the service was requested;
 - b) **50% of increase**; cancellation occurs within one hour prior to the time the service was requested;
 - b) **100% of increase**; if it occurs up to one hour after the time the service was requested, or if the cancellation occurs after an hour for which the service was requested;
 - d) **The service is considered cancelled** if for reasons unrelated to the APL, the pilotage service did not start until one hour after the pilot's boarding.

Article 15
Reductions and Exemptions

Pilotage tariffs laid down in article 13(2) are reduced under the following conditions:

1. **30%** to Portuguese navy ships and navy aide units, upon request;
2. **20%** to ships calling the port for the single purpose of loading supplies and take fresh water;
3. **40%** to ships calling the port for the single purpose of bunkering, without prejudice to complement with other non-operational operations such as crew changes, during the time strictly necessary for such purpose;
4. **10%** to ships operating in national cabotage services, if requested beforehand to APL,SA;
5. The following reductions, if requested beforehand to APL,SA:
 - a) to ships operating in regular service lines, from the 6th call carried out within the last 365 calendar days before the date of port call:

Number of Calls	Reduction
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%

b) to passenger ships integrated in the same cruise line, from the 6th call carried out within the last 365 calendar days before the date of port call:

Number of Calls	Reduction
from 6 to 12 calls/year	3%
from 13 to 24 calls/year	5%
from 25 to 52 calls/year	7%
over 52 calls	9%

6. 10% if the pilot is more than **30 minutes** when coming aboard in relation to the time for which the service was confirmed, exclusively concerning the manoeuvre in the service requisition;

7. Ships are exempt of pilotage tariffs in the following cases:

- a)** If coming 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;
- b)** if captain holds a pilotage exemption certificate issued under Ministerial Order no.434/2002, of April 22, as amended by Ministerial Order no.150/2009, of February 9.

8. In the terms foreseen in the Decree-law no.48/2002, of March 2, and the above-mentioned Ministerial orders, fees are due to the port authority for the issuing or renewal of the pilotage exemption certificate, under the following conditions:

- a) Issuing fee: EUR 1246.9900;**
- b) Fee for renewal: EUR 997.5900;**
- c)** The revenue resulting from the application of the fees is divided as follows:
 - i.** 50% to the Port Authority;
 - ii.** 50% to the DGRM - Direção-Geral de Recursos Naturais, Segurança e Serviços Marítimos;

- d)** The fees are updated annually, through a Ministerial Order.
- 9.** Ships referred in article 9(6) of this tariff regulations, will not benefit of any reduction or exemption within the scope of the pilotage tariffs.

Chapter IV
Passenger Traffic

Article 16
Passenger Traffic Tariff

1. Passenger traffic tariff is due for the availability and use of passenger traffic related systems, which are not under the responsibility of the Lisbon Cruise Terminal concessionaire (Operator). The passenger traffic tariff is calculated as follows:
 - a) Passengers embarking or disembarking: **EUR 0.2244** per passenger;
 - b) Passengers in transit: **EUR 0.2244** per passenger;
2. The tariffs referred in the preceding number do not exclude the payment of other tariffs due to APL, S.A. under this Regulation, or to other entities under the Regulations of the Tariff System of Mainland Ports.

Article 16-A
Carbon Tariff for Sea Voyages

1. As a result of the entry into force of Ministerial Order no. 38/2021, of February 16, a carbon tariff is applied under the terms defined by Decree-Law no. 93/2020, of November 3, on passenger ships powered by fossil energy which dock at terminals located at the Port of Lisbon for refueling, repair, embarkation or disembarkation of passengers, as compensation for the respective emission of pollutant gases and other negative environmental externalities.
2. The carbon tariff is due when docking at the terminals and is owed by the respective ship owners or their legal representatives responsible for paying the Port Use Tariff to the Port Authority.
3. The carbon tariff is **EUR 2.0000**, per passenger, in transit, embarking, or disembarking, as defined in Article 4 of Ministerial Order no. 38/2021, of February 16. For the tariff application purpose, the communication of passenger movement to Port Authority is made under the terms of paragraph 2 of Article 6 of these regulations, not being included crewing in this transmission.
4. Passenger ships that make turnaround operations benefit from a 50% reduction in the value of the carbon tariff.
5. Exempt from the carbon tariff are:

- a)** Children under 2 years of age;
- b)** Passenger ships that enter the port exclusively for crew change or to disembark sick or dead, during the time strictly necessary for that purpose;
- c)** Passenger ships that come to port to disembark castaways, crew or passengers in danger of life or who need to be rescued, not doing any other service operation;
- d)** Ro-Ro passenger ships, as defined in terms of Decree-Law no. 93/2020, of November 3;
- e)** The fluvial transport of passengers;
- f)** The crew of passenger ships.

6. The revenue from the application of carbon tariff will be divided as follows:

- a)** 75% of the value for the Port Authority;
- b)** 25% of the value to the Municipality where the terminal is located.

Chapter V
Storage

Article 17
Storage Fee

1. Storage fee 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 fee corresponding to the area occupied by the wagons or vehicles during the period they remain inside the port facilities.
3. For purposes of fee application, the 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. Fees laid down in the articles below refer to the whole space occupied, and APL can establish minimum areas, volumes or weights for purposes of invoicing.

Article 18
Covered and Uncovered Storage Fees

1. Notwithstanding that established in paragraphs 2 and 3, cargo stored in sheltered and unsheltered areas, in embankments or warehouses is subject to the following fees, per square meter and indivisible day:

Type of Storage (fee per sq meter and per day)	First 5 days	from 6th to 15th day	from 16th to 30th day	From 31st day
Uncovered	Free of Charge	0.0244	0.0519	0.1611
Covered, in embankments	Free of Charge	0.0481	0.1043	0.2685
Covered, in warehouses	Free of Charge	0.3686	0.5368	0.8053

2. Containers stored in embankments are subject to the following fees, per unit and per indivisible day:

Type of Storage	First 5 days	From 6 th to 8 th day	From 9 th to 16 th day	From 17 th day
Containers up to 20'	Free of Charge	0.7467	1.6104	6.7102
Containers over 20'	Free of Charge	0.9956	2.4157	8.0523

3. Covered or uncovered areas can be reserved by APL, SA under special conditions to be settled. The fee due by the square metre, cubic metre or tonne depends on the types of use, cargo, or area, as well as the storage's space and period.

Chapter VI
Use of Equipment

Article 19
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 it 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. The 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 20
Maneuvering and Maritime Transport Equipment

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

Type of Equipment	Unit Fee (EUR)
Safety/Security/Pilotage Department's Motorboat	141.1643/hour *
Multipurpose crafts	339.6753/hour *
Removable Fenders	
- Pontoon type	133.3281/ 24hours

Type of Equipment	Unit Fee (EUR)
- "Yokohama" type	78.1207/ 24hours
- Aircraft-tyre type	22.9261/ 24hours

* A fuel tax of 15% is added to total vessel cost

- The Material and equipment affected to pilotage service may be used in different transports.
- In non-concessioned port areas, for removable fenders are applied the above-mentioned tariffs on number 1 of this Article.
- In cruise ship mooring operations, if upon request of removable fenders, are applied the above-mentioned tariffs – by fender and operation –, added with the fee of **3 (three) hours** of the multipurpose craft.

Article 21

Maneuvering and Land Transport Equipment

- The use of both maneuvering and land transport equipment, and facilities and structures affected to such equipment, are subject to the fees in the table below, per unit and indivisible time period, according to:

Type of Equipment	Unit Fee (EUR)
Electric Crane up to 6 t of lifting force	50.1550/hour
Automobile Crane (3.5 t)	28.2955 /hour
Automobile Crane (30 t)	161.7503/hour
Forklift up to 2.5 t lifting force	40.4374/hour
Tractors	63.0917/hour
Fix Crane – VTS Quay	29.7104/movement
Transport up to 3.500 Kg in car	113.1818/hour
Gangways	79.2892/day

- 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.
- It will be invoiced the minimum of 4 hours to requests for equipment of elevation for services between 00h00 and 08h00.

4. Service requests, cancellation conditions, and service shifts are made under the terms of the rules laid down in the Operating Regulations, published by APL.

Article 22

Pollution combat, Fire and Nature Preservation Equipment and Others

The pollution combat, fire and nature equipment fees apply per unit and indivisible period, according to type, as follows:

Type of Equipment	Unit Fee (EUR)
<i>Simple Skimmer (20 m³)</i>	40.4496/hour
Removable Fenders	6.8721/ meters day
Tanks (3 m ³)	60.6564/day
Tanks (10 m ³)	186.0078/day
Pumps (30 m ³)	48.5396/hour
Pumps (200 m ³)	291.1405/hour
Gases Detectors	28.3207/space
Moto-Pumps	293.0697/hour
Metallic Fences	7.5112/day
Air compressor	11.3183/hour
High Pressure washer	11.3183/hour
Anchor up to 3.2 tonnes	33.9546/24 hours
Anchor above 3.2 tonnes	56.5908/24 hours
Yellow signaling buoys	56.5908/24 hours
Lights	22.6363/24 hours

Chapter VII
Supplies

Article 23
Supplies Fee

1. The supply fee is due by the requesters of services and goods supplied, for the supply of human resources and the consumables, including the inherent nature of each service to provide users of the port.
2. The Technical Security Inspection is subject to the following fees:
 - a) Technical inspection and displacement technician for a period up to four hours: **EUR 390.4483**;
 - b) In case of time extension, for man and indivisible hour: **EUR 96.6122**.
3. **For the human resources supply**, the fees of which are not inscribed in that use, are due per worker and indivisible hour, as follows:

Professional Group	Fee (EUR)
Group 1	97,6122
Group 2	62,4610
Groups 3 e 4	41,4317
Group 5	34,8072
Groups 6 e 7	27,3467

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

Supplies	Fee (EUR)
Temporary Electric power	0.3702/Kwh
Metres and self-transformers:	
- single-phase counter	1.9496/day
- tree-phase counter	3.8993/day
- auto-transformers	7.7863/day

5. The temporary power supply to ships will be invoiced separately the costs of the staff employed for the operations supply in accordance with the amounts of the paragraph 2 of this Article.
6. The supply of port access cards will be charged per unit. Fee of emission is **EUR 16.9773**; and fee of renewal is **EUR 11.3183**.

CHAPTER VIII
WASTE RECEPTION

Article 24
Waste Fees

1. Waste fees are due by ship owners or their legal representatives for the management of waste listed in Annex V of the MARPOL Convention, except for cargo or cargo-associated waste. It includes an indirect fee, regardless of the delivery of waste, and a direct fee for the effective provision of the service, when applicable.

Article 25
Indirect Waste Fee

1. The indirect fee corresponds to the ship's contribution, required by Directive (EU) 2019/883 of the European Parliament and of the Council, of April 17, transposed into national law through Decree-Law 102/2020, of December 9, for the recovery of 30% of the costs with port waste reception facilities, including administrative costs and costs with treatment and disposal, regardless of the actual use of the facilities.
2. The indirect fee is applied to all vessels and ships entering the port area and is calculated per unit of gross tonnage (GT), corresponding to **EUR 0.0095/GT**, with a **minimum of EUR 211.8000** per call.
3. The indirect fee applied to tankers carrying crude petroleum and petroleum products with segregated ballast tanks is calculated based on reduced gross tonnage.
4. The indirect fee allows the ship to discharge waste from MARPOL - Annex V up to its storage capacity onboard indicated in the Waste Declaration, except for cargo and cargo-associated waste. The waste must be delivered properly sorted, conditioned and in a first discharge operation in port, carried out by means defined in point (a) of the table in Article 27(3).

Article 26

Reductions and Exemptions of Indirect Waste Fee

- 1.** The indirect fee is subject to the reductions and exemptions regime of TUP/Ship, set out in articles 10 and 11, as well as, to the exemption granted under the terms of Article 14 of Decree-Law no. 102/2020, of 9 December.
- 2.** The indirect fee, associated to a collection service request, may be reduced by 5% provided that the ship demonstrates that its design, equipment, and operation allows to produce reduced quantities of waste and that these are managed in a sustainable manner, according to the evaluation criteria used by the European Union.
- 3.** Indirect fee reductions shall apply up to the minimum value stipulated in Article 25(2).

Article 27

Direct Waste Fee

- 1.** The direct fee covers waste from classes A, B and C of MARPOL - Annex V and does not cover cargo or cargo-associated waste generated during ship's operations, namely loading, unloading, and cleaning services.
- 2.** The Direct fee is applicable:
 - a)** to ships exempted from the indirect fee, if delivering in port waste indicated in paragraph 1;
 - b)** to the amount of waste exceeding the maximum storage capacity onboard which is covered by indirect fee;
 - c)** when waste delivery is not carried out in a separately sorted manner, not enhancing its recovery;
 - d)** to the waste volume discharged beyond the first delivery in port in case of ships subject to indirect fee.
- 3.** For the collection, transportation, and treatment services of waste under classes A, B and C of MARPOL - Annex V, are applicable the following direct waste fees:

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Ship's waste management service		Fee (EUR)
		EUR
a)	Container up to 4 cbm	159.9600
	Container 10 cbm	333.2500
	Container 30 cbm	379.9050
	Container 40 cbm	399.9000
	Collection of catering waste from third countries up to 4 cbm	279.9300
	Collection of catering waste from third countries (10 cbm container)	466.5500
	Collection of cooking oil from third countries (200 litre drum)	799.8000
	Hazardous waste (1 cbm)	399.9000
Staff beyond collection service (man/hour)		19.9950
Relocate container up to 10 cbm		92.6807
Relocate container from 20 cbm to 40 cbm		133.6690
Waste collection service offshore (vessel/hour)		334.8640*
Disinfection operation		399.9000
Waste collection operations not included in preceded paragraphs or requiring either specific procedures or specific waste final destination		Specific tariff

** A fuel tax of 15% is added to total vessel cost*

- 4.** In the absence or inapplicability of the referred in paragraph 2, service will be performed by a service provider to the port authority, being charged to the requester the value of the respective invoice plus an additional 20%.

Article 28
Service request

- 1.** Waste collection service request must be made with a minimum previous notice of 6 hours (or 24 hours for operations involving quantities greater than 100 cbm or that, due to its technical specificity, require the authorization of third-party entities to be carried out in national territory and therefore subject to confirmation by Port Authority) under the terms of the Ship Waste Management Regulation, published in a specific Service Order.
- 2.** The volume of waste delivered unsorted is subject to a surcharge of **40%** on direct charges for the service provided.
- 3.** In case of withdrawal or reduction of service, not communicated at least within 3 hours advance to its schedule execution, 40% of direct fees estimated value is due to cover the costs with mobilization of port waste reception means and personnel assigned to the operation. This apply to ships whether or not they are exempt from indirect fee.
- 4.** The conditions for applying surcharges to the waste collection service are indicated in Ship Waste Management Regulation, published in a specific Service Order.
- 5.** Other waste types collection services, besides MARPOL - Annex V, are carried out by licensed operators certified by Port Authority, whose table fees can be consulted in Port of Lisbon website.

Chapter IX
Supplementary Provisions

Article 29
Extended Stays

1. Except for boats and ships licensed for maritime and tourism activities, local or river traffic may be granted annual agreements for stay in port, if requested until the end of the first quarter of the year. The annual fee is of **EUR 0.4471** per unit of gross tonnage.
2. **Long-term stay in ("lay up")** special areas identified in the Port Authority Regulation and not mentioned in the preceding paragraph, involve the payment of a fee expressed in article 9(1), with a **reduction of 40%**. Those ships cannot benefit from other TUP's reduction.

Article 30
Application of Reductions

1. The most favorable reduction will be applied to ships in position to benefit from reductions which are incompatible amongst each other (non-cumulative).
2. The execution of multiple reductions will be applied in series.

Article 31
Reductions and Exemptions

Ships/vessels calling port of Lisbon can only benefit from reductions and exemptions under this Regulation and in the identified areas/locals and for the maximum period of stay, as provided in the following table:

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Ship Condition	Scope	Area/local	Maximum Period
Operational	General	All	Indeterminate
Long Stay *	Long Stay	Special Areas for long Stays	Indeterminate
Supply *	Supply vessel's own use, groceries, water supply, fuel, lubricants and spare	-	2 periods of 24 hours
Crew Change **	Crew Change	-	2 periods of 24 hours
Landing of sick or dead **	Landing of sick or dead	-	2 periods of 24 hours
Hospital ships **	Hospital ships	All	Indeterminate
Portuguese fleet **	Ships of the Portuguese fleet	All	Indeterminate
Official Calls **	Ships on an official visit	All	Indeterminate
Reciprocity in exemption **	Ships of foreign armed granting exemption to the Portuguese Navy ships in the respective countries	All	Indeterminate
APL Services **	Boats/ships at the service of the port	All	Indeterminate
Degasification *	Cleaning or degasification	"Porto Brandão/ETC"	Indeterminate
Repair in Shipyard *	Careening or Ship repair	Shipyards	Indeterminate
Dismantlement *	Dismantlement	Shipyards	180 periods of 24 hours
Exams *	Exams, calibration and compensation of needles	All	Indeterminate

* Reduction in accordance with the article in this RT 2023

** Exemption in accordance with the article in this RT 2023

Article 32
Other Services and Supplies

- 1.** Fees due for the use of public domain, render of various services and other supplies of goods, as well as renting of equipment and material which are not included in this document, will be established on specific regulations.
- 2.** APL, SA may render services beyond the ones of its regular activities, within or outside its areas, if it does not prove to be inconvenient. The respective fees are laid down by mutual agreement.
- 3.** APL, SA may also render services and supply goods and material, which are not included in its Regulations, upon request. Invoicing will be carried out at their costs plus **20%**.

Article 33
Subsidiary Rules

In all that is not explicitly covered in this Regulation shall apply, inter alia, the Portuguese Mainland Port Tariff System.

Article 34
Time Application

- 1.** This document replaces APL, SA Tariffs and Regulations of 2022 and it will be published in the APL website and entered into force on January 1, 2023.
- 2.** Ships with ATA (Actual Time of Arrival) in 2022 and remaining at the port in 2023, without changing its situation, will be invoiced under the 2022 tariffs until they leave the port limited to January 15, 2023.

ANNEX I

Simultaneous Application of TUP

Code	Aims and Associated reductions	Simultaneously
A	Reduce costs of technical calls	
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, lubricants and spare parts for own use	-
A4	Supply of Bunkering	-
B	To encourage good environmental practices	
B1	Green Award, applicable ISO norms	C, D, E
C	To enhance intermodality	
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
D	To consolidate port traffic	
D1	Cabotage services (national, continental)	B
D2	Frequent calls: - 6 to 12 calls; - from 13 to 24 calls; - from 25 to 52 calls; - Over 52 calls	B
D3	Passenger ship: - 6 to 12 calls; - from 13 to 24 calls; - from 25 to 52 calls; - more than 52 calls	B

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Code	Aims and Associated reductions	Simultaneously
E E1	Strategical Interest Services of strategical value	B

** For analysis of the application of reductions should be consulted Article 30(1)(2) of this Regulation.*

ANNEX II

Glossary

- 1. Gross Tonnage:** the unit of measurement for the gross content of a Seagoing Vessel as referred to in the International Convention on Tonnage Measurement of Ships, London 1969, commonly known as GT.
- 2. Reduced gross tonnage:** gross tonnage of a tankers carrying crude petroleum and petroleum products after deducting the segregated ballast tankers tonnage, in compliance with Annex 1 of MARPOL 73/78 and under the terms of dispatch no. 72-XIII/96, 31st July of Secretary of State Deputy of the Minister of Equipment, Planning and Territory Administration.
- 3. Berth:** 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 vessels / 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, as well as others classified as *car-ferries* and mixed Ro-Ro/Lo-Lo ships with ramp.
 - **Passenger ships:** ships classified for passenger transport.
 - **Remaining vessels or ships:** remaining vessels 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 fulfil the following conditions:
 - 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 include 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.
- 6. Short Sea Shipping Service** 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.

7. Turnaround operation: Passenger ship turnaround operation involving the full disembarkation and embarkation of passengers.

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