



**Porto de Lisboa**

**PORT OF LISBON TARIFFS REGULATION**

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

**2026**

LISBON PORT AUTHORITY TARIFFS AND REGULATIONS 2026  
APL, S.A.

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

**General Terms and Conditions apply as from February 15th, 2026**

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**CHAPTER I**  
**GENERAL DISPOSITIONS**

**Article 1**  
**Scope of Application**

1. APL – Administration of the Port of Lisbon, S.A., hereinafter referred to as APL, S.A., charges, within its area of jurisdiction, for the use of its facilities and equipment, for the supply of goods and the provision of services related to the economic operation of the port, and for the shared use of the public domain under its jurisdiction, the fees established in this Regulation.
2. The values of the fees set out in this Regulation are subject to VAT – Value Added Tax, in accordance with the legislation in force.
3. The fees referred to in these Regulations do not exempt users from paying any other fees owed to APL, S.A. or to other entities under the Mainland Ports Tariff System Regulation and other tariff rules, including those owed to port terminal concessionaires and other service providers under their respective tariff regulations

**Article 2**  
**Definitions**

The annex to this Regulation contains the definitions of the terms used herein, for the purposes of its application

**Article 3**  
**Use of Personnel**

1. Unless expressly stated otherwise, the tariffs always include the cost of the personnel required for the execution of the service assigned by the port authority.
2. When additional personnel is used beyond what is provided for in the previous paragraph, the personnel tariff established in this Regulation applies.

## **Article 4**

### **Units of Measurement**

1. The applicable units of measurement are as follows:
  - a) **Quantity:** cargo unit;
  - b) **Mass:** 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. Direct measurements carried out by the port authority or by other recognised entities prevail over declared values.
3. For the purpose of counting periods in days, these refer to calendar days.

## **Article 5**

### **Service Request**

1. The provision of services is preceded by a request submitted through standardised forms and electronic data transmission via the technological platform in use, namely the JUL – Single Logistics Window, and in accordance with the applicable legal and regulatory provisions, including the rules set out in the Port Operating Regulation. The requesting parties are responsible for payment of the respective tariffs
2. The rules, deadlines and minimum quantitative or time requirements for service requests, as well as any applicable penalties, are established by APL, S.A.

## **Article 6**

### **Fee Collection**

1. Fees are charged immediately after the provision of services, unless another procedure is determined by APL, S.A..
2. For the purposes of the previous paragraph, passenger movement data must be correctly submitted to APL, S.A. through the digital means available for this purpose, within 3 days after the cruise vessel's call. Failure to do so may result, without

prejudice to administrative offence proceedings, in the Port Authority issuing the invoice based on the vessel's passenger capacity as recorded in the IMO register.

3. Fee collection may be entrusted to other entities under conditions established by APL, S.A.
4. Fees may also be collected through third parties, in substitution of the liable parties, under the applicable legal provisions.
5. APL, S.A. may, whenever deemed necessary to safeguard the interests of the port authority, particularly in view of outstanding amounts owed by the liable party, require advance payment of tariffs or prior assurance of payment, namely through deposit or bank guarantee (in accordance with a model indicated by APL, S.A.).
6. If the deadline for payment of an invoice expires (thirty days from its date of issue, unless otherwise agreed or indicated by APL, S.A.) without payment, late-payment interest at the legal rate becomes due.
7. In the event of coercive collection, and without prejudice to interest and other expenses incurred, an amount equivalent to administrative and judicial costs associated with the collection process is added to the invoice.

## **Article 7**

### **Invoice Complaints**

1. Complaints regarding the amount of an invoice are only accepted within 30 calendar days from the date of issue and must be submitted through the JUL – Single Logistics Window, or, if this platform is unavailable, via the email address indicated by APL, S.A., with duly substantiated grounds. Complaints do not suspend payment; therefore, the full amount of the invoice must be paid within the payment deadline, including the portion under complaint.
2. If the complaint is upheld, the amounts contested are refunded in full within 30 days, with no entitlement to compensatory interest.
3. In cases where the complaint results from an error attributable to the client, namely in the completion of documents submitted to APL, S.A., a fee of **75 euros** is charged for each credit note issued.

**Chapter II**  
**Port Use Tariff**

**Article 8**  
**Port Use Tariff**

1. The **Port Use Tariff**, hereinafter referred to as **TUP**, is payable for the availability and use of systems relating to the entry, berthing and departure of vessels, the operation of vessels, cargo and passengers, safety, and environmental protection, in accordance with the Mainland Ports Tariff System Regulation.
2. The TUP applies to all vessels entering the port area, including river, local or coastal traffic, fishing vessels, maritime-tourism vessels, recreational craft and tugboats with a gross tonnage exceeding 5 GT.

**Article 9**  
**TUP Based on Gross Tonnage (GT) and Time Variable (T)**

1. The TUP charged to vessels is calculated per unit of gross tonnage (GT), per indivisible 24-hour period and per vessel type, expressed in euros, as shown in the following table:

Type of Vessel or Ship	1st Period*	Subsequent Period
	EUR	
Tankers	0.1948	0.0408
Passenger Vessels	0.0787	0.0392
Container Vessels	0.1710	0.0327
Bulk Carriers	0.2056	0.0391
Roll-on/Roll-off Vessels	0.1710	0.0327
Other Vessels or Ships	0.2056	0.0391

2. For vessels entering through the bar and exiting the port at Vila Franca de Xira, or vice versa, the applicable TUP, calculated per unit of gross tonnage and per indivisible 24-hour period, is **0.6293 euros**.
3. The TUP applicable to tankers transporting crude oil and petroleum products with segregated ballast tanks is calculated based on reduced gross tonnage.



4. TUP applied to inland or local traffic crafts, when not under a contractual arrangement, is **0.1651 Euros** per unit of the square root of gross tonnage and per indivisible period of 24 hours.
5. For the purposes of applying the TUP, time counting begins when the vessel enters the port and ends when it leaves.
6. Vessels arrested or detained under Port State Control, or detained under similar criteria, are subject to the TUP – Subsequent Periods, increased by **150%**, regardless of whether the vessel continues operations. These vessels are not eligible for any TUP reductions.
7. A **surcharge of 2.5%** is added to the fees set out in this article, corresponding to the fee of the Institute for Lifesaving (Instituto de Socorros a Náufragos), established by Decree-Law No. 68/2001 of 23 February.

## **Article 10**

### **TUP Reductions**

#### **A. Technical Calls**

1. **30%** reduction for vessels entering the port exclusively for cleaning, waste discharge or degassing at a station, during the time strictly necessary for this purpose;
2. **60%** reduction for vessels entering the port exclusively for dry-docking or shipyard repairs, fitting out, dismantling, trials, compass adjustment or compensation, during the time strictly necessary for this purpose;
3. **30%** reduction for vessels entering the port exclusively to supply provisions, fresh water, lubricants and spare parts for own use, during the time strictly necessary for this purpose;
4. **60%** reduction for vessels entering the port exclusively for fuel supply, without prejudice to performing other non-operational services such as crew change, during the time strictly necessary for refuelling.

#### **B. Environmental Best Practices**

1. **5%** reduction as a “Green Award” for vessels holding the *Bureau Green Award* Certificate from Rotterdam or ISO 14001 Certification, provided proof is submitted.

2. The following reductions apply to cruise vessels submitting a valid *EPI Port Stay* report via the EPI – Environmental Port Index platform within 3 days after the call, with data automatically integrated into the JUL platform:

EPI Score	Reduction
30% to 74%	3%
75% to 100%	7%

### C. Intermodality Promotion

1. Reductions for vessels operating in regular liner service, approved in advance by APL, S.A., from the sixth call within the 365 calendar days preceding the call date:

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

2. **20%** reduction for vessels operating in short-sea shipping, provided proof is submitted, from the 24th call within the 365 calendar days preceding the call date.

### D. Consolidating Port Traffic

- 10%** reduction for vessels operating in national cabotage service, upon request;
- Reductions for cargo vessels maintaining the same name and not included in other services, from the sixth call within the 365 calendar days preceding the call date, subject to prior approval by APL, S.A.:

Number of Calls/year	Redution
from 6 to 12 calls	2,5%
from 13 to 24 calls	5%
from 25 to 52 calls	10%
over 52 calls	20%

**3. Cruise Passenger Vessels:**

- a) Reductions for vessels belonging to the same operator, approved in advance by APL, S.A., from the sixth call within the 365 calendar days preceding the call date:

Number of Calls/year	Reduction
from 6 to 12 calls	3%
from 13 to 24 calls	13%
from 25 to 52 calls	20%
over 52 calls	25%

- b) Vessels benefiting from the previous reduction that carry out embarkation/disembarkation of 75% or more of the maximum passenger capacity indicated in the IMO ship record are credited with one additional call.

**E. Strategical Interest**

- 1. 45%** reduction for long-haul container liner services making direct calls at Lisbon — with mainline vessels and not with feeders — recognised by APL, S.A. as strategic or priority for the port and relevant to the regional or national economy.
- This reduction applies to services using vessels with a gross tonnage equal to or greater than **30,000 GT**, from the sixth call within the 365 calendar days preceding the call date.

**Article 11**  
**TUP Exemptions**

- The following vessels or craft are exempt from the TUP:
  - Hospital Ships;
  - Vessels of the Portuguese Navy and vessels of foreign navies, provided they are on an official visit or fly the flag of a country that grants equal treatment to vessels of the Portuguese Navy;
  - Vessels on scientific, cultural or charitable missions, duly proven, when requested. Vessels belonging to the Portuguese State for research purposes are exempt from this

request;

- d)** Vessels entering the port exclusively for crew change or for disembarking sick or deceased persons, during the time strictly necessary for this purpose;
- e)** Tugboats and floating equipment serving the port or duly licensed;
- f)** Local traffic vessels, as well as coastal fishing vessels with a gross tonnage equal to or less than 5 GT.

### **CHAPTER III**

#### **PILOTAGE**

#### **Article 12**

##### **Pilotage Tariff**

- 1.** The pilotage tariff is payable by shipowners or their legal representatives for the services provided to the vessel by the components of the pilotage systems during manoeuvres for entry, departure, and within or outside the port.
- 2.** Pilotage fees, for the purpose of their calculation and determination, include services related to entering and berthing, entering and anchoring, unberthing and anchoring, unberthing and departing, heaving up and departing, heaving up and berthing, shifting services, moving along the quay or other berthing structures, and trial services.
- 3.** The service of entering and berthing or entering and anchoring means the set of movements and manoeuvres carried out by the vessel from the moment it begins its approach outside the port until the berthing manoeuvre at the designated location is completed.
- 4.** The service of unberthing and departing or heaving up and departing means the set of movements and manoeuvres carried out by the vessel from the start of the manoeuvre until it reaches the outer limit of the port.
- 5.** The shifting service means the set of movements and manoeuvres carried out by the vessel within the port area to change its berthing position.
- 6.** The trial service means the set of movements and manoeuvres carried out by the vessel, inside or outside the port, for machinery or equipment trials, speed tests, compass adjustment and compensation.

7. The service of moving along the quay or other berthing structures, provided only upon request by the vessel's master, means the manoeuvre performed to change the berthing position along the same structure without losing contact with it.
8. All services mentioned above include the cost of transporting the pilot from the station to the vessel and back.
9. Pilotage on standby means the pilot remains at the vessel's disposal for periods exceeding:
  - a) Half an hour between the scheduled time of the service and the time of the vessel's arrival at the outer limit of the pilotage area for pilot boarding;
  - b) Half an hour between the scheduled time of the service and its commencement, where the vessel is already within the pilotage area or inside the port;
  - c) Three hours when the requested service lasts longer than this period.

### Article 13 Pilotage Fees

1. The amount of the fees for each pilotage operation is calculated based on a unit rate, according to the service performed, expressed in euros per operation, multiplied by the square root of the vessel's gross tonnage (GT).
2. The fee has a **minimum value** calculated on the basis of a gross tonnage of **500 GT**.
3. The pilotage service fees are as follows:

Fees		EUR
Pilotage fee for shifting along the quay or other berthing structures		3.9904
Pilotage fee for other services		12.5181

4. Pilotage tariffs applicable to tankers intended for the transport of crude and petroleum products with segregated ballast tanks are calculated based on the reduced GT.
5. The fees applicable to each pilotage service increase by **25%** under the following conditions:
  - a. When vessels have no propulsion or have limitations in propulsion and/or steering systems;
  - b. If the pilot provides assistance with compass calibration and adjustment during the vessel's pilotage.
6. The fee for pilotage service on standby is **216.2395 Euros** per indivisible hour.

7. Equipment and materials assigned to pilotage services may be used under the conditions set out in Article 20. The material and equipment assigned to the pilotage service may be used under the terms set out in **Article 20**.

#### **Article 14** **Service Request**

1. Requests for pilotage services are made in accordance with the Lisbon Port Authority Regulation, published by Service Order.
2. The rules and conditions for cancellation and modification of pilotage services are set out in the aforementioned regulation, with charges of **30%**, **50%**, or **100%** of the corresponding fee, if cancellation occurs:
  - within two hours prior to the scheduled time of the service;
  - up to one hour after the scheduled time of the service;
  - or more than one hour after the scheduled time of the service, in which case the service is deemed cancelled if, for reasons beyond APL's control, the pilotage service has not commenced within one hour after the pilot has boarded.

#### **Article 15** **Reductions and Exemptions**

The pilotage fees provided for in paragraph 3 of Article 13 are reduced to the minimum value stipulated in paragraph 2 of the same article under the following conditions:

1. **30%** reduction for vessels of the National Navy and auxiliary naval units when they request the service;
2. **20%** reduction for vessels entering the port exclusively to supply provisions and fresh water;
3. **30%** reduction for vessels entering the port exclusively for bunkering operations, without prejudice to performing other non-operational services such as crew change during the time strictly necessary for such bunkering;
4. **10%** reduction for vessels operating in domestic cabotage service, provided it is requested in advance from APL, S.A.;
5. The following reductions, provided they are requested in advance from APL, S.A.:

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- a) for vessels operating in regular liner service, from the sixth call within the 365 calendar days immediately preceding the date of the call:

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

6. **10% reduction** if the pilot boards more than 30 minutes later than the confirmed time, applicable exclusively to the manoeuvre for which the service is requested.
7. The following vessels are **exempt from payment of pilotage fees**:
- a) vessels calling at the port to disembark shipwrecked persons, crew members or passengers in life-threatening situations or requiring assistance, without performing any other service operation;
- b) vessels whose master holds a pilotage exemption certificate issued under Ordinance No. 434/2002 of 22 April, as amended by Ordinance No. 150/2009 of 9 February, provided the pilotage service is not used.
8. For the issuance or renewal of the pilotage exemption certificate, fees are payable to the port authority under the conditions provided for in Decree-Law No. 48/2002 of 2 March and the aforementioned ordinances:
- a) Issuance fee: **1,246.99 Euros**;
- b) Renewal fee: **997.59 Euros**;
- c) The revenue resulting from the application of these fees is distributed as follows:
- i) 50% to the Port Authority;
- ii) 50% to DGRM – Directorate-General for Natural Resources, Safety and Maritime Services;
- d) Fees are updated annually by ordinance.
9. Vessels covered by paragraph 6 of Article 9 of this Regulation do not benefit from any reduction or exemption under the pilotage fee.

**Chapter IV**  
**Passenger Traffic**

**Article 16**  
**Passenger Traffic Tariff**

1. The passenger traffic tariff is payable for the availability and use of systems related to passenger traffic that are not under the responsibility of the Lisbon Cruise Terminal concessionaire, and the respective fees are calculated as follows:
  - a) Disembarking or embarking passengers: **0.2466 Euros per passenger**;
  - b) Transit passengers: **0.2466 Euros per passenger**.
2. Passengers arriving on vessels entering the port exclusively for crew change or for disembarking sick or deceased persons, during the time strictly necessary for this purpose, are exempt from the passenger traffic tariff.
3. The fees referred to above do not exempt payment of other charges due to APL, S.A., under this Tariff Regulation, or to other entities under the Mainland Ports Tariff System Regulation.

**Article 16-A**  
**Carbon tax for Maritime Travelers**

1. Following the entry into force of Ordinance No. 38/2021 of 16 February and subsequent amendments, a carbon tax applies under the terms defined by Decree-Law No. 93/2020 of 3 November to passenger vessels powered by fossil energy that berth at terminals located in the Port of Lisbon for refuelling, repairs, embarkation or disembarkation of passengers, as compensation for the emission of polluting gases and other negative environmental externalities.
2. The carbon tax is payable at the time of berthing at the terminals by the respective shipowners or their legal representatives responsible for paying the Port Usage Fee to the Port Authority.
3. The carbon tax is **2.0000 Euros per passenger**, in transit, disembarking or embarking, as defined in Article 4 of Ordinance No. 38/2021 of 16 February. For the purpose of applying the tax, the communication of passenger movements to the Port Authority is made under paragraph 2 of Article 6 of this Regulation, excluding crew members.



4. Passenger vessels performing a *turnaround* operation benefit from a **50%** reduction in the carbon tax.
5. The following are exempt from the carbon tax:
  - a) Children under 2 years of age;
  - b) Passenger vessels entering the port exclusively for crew change or for disembarking sick or deceased persons;
  - c) Passenger vessels calling at the port to disembark shipwrecked persons, crew members or passengers in life-threatening situations;
  - d) Ro-ro passenger vessels, as defined under Decree-Law No. 93/2020;
  - e) River passenger transport;
  - f) Crew members of passenger vessels.
6. The revenue resulting from the application of the carbon tax is distributed as follows:
  - 75% to the Port Authority;
  - 25% to the Municipality where the terminal is located.

#### **Article 16-B**

#### **Municipal Tourist Tax for Arrival by Sea**

1. Following the approval of the 5th amendment to the General Regulation on Fees, Prices and Other Revenues of the Municipality of Lisbon, a municipal tourist tax applies per transit passenger disembarking from a cruise ship to visit the Municipality of Lisbon.
2. This tax is payable at the time of berthing at passenger terminals by the respective shipowners or their legal representatives responsible for paying the Port Usage Fee to the Port Authority.
3. The Municipal Tourist Tax applies per transit passenger over 13 years of age who disembarks from a cruise ship in transit at passenger terminals located in the Municipality of Lisbon.
4. The unit value of this tax is set out in the aforementioned regulation in paragraph 1 and the current Municipal Fee Table.
5. The revenue resulting from the application of the Municipal Tourist Tax is fully allocated to the Municipality of Lisbon.

**Chapter V**  
**Storage**

**Article 17**  
**Storage Charge**

1. The storage tariff is payable by cargo owners, consignees, their legal representatives or other requesting entities for services provided to the cargo, namely for the occupation of open or covered spaces, warehouses and depots.
2. Cargo that remains stored in wagons or any other vehicles that transport it is subject to the regulatory storage tariff corresponding to the area occupied by the wagons or vehicles during the period they remain within the port facilities.
3. For the purpose of applying this tariff, the time count starts on the day the space is occupied and ends on the day it is cleared of cargo or vehicles, considering continuous time in case of transfer of storage location.
4. The fees established in the following articles apply to the total occupied space, and APL, S.A. may set minimum areas, volumes or weights for billing purposes.

**Article 18**  
**Open-and Covered Storage**

1. For the storage of cargo in open or covered areas, on yards or in warehouses, the following fees apply per square metre and indivisible day:

Type of Storage (fee per sq meter and per day)	First 5 days	from 6 <sup>th</sup> to 15 <sup>th</sup> day	from 16 <sup>th</sup> to 30 <sup>th</sup> day	From 31 <sup>st</sup> day
Euros				
Open Storage-	Free	0.0268	0.0571	0.1770
Covered in yards	Free	0.0529	0.1145	0.2951
Covered in Warehouses	Free	0.4051	0.5898	0.8849

2. For the storage of containers on yards, the following fees apply per unit and indivisible day:

Type of Storage (fee per sq meter and per day)	First 5 days	From 6 <sup>th</sup> to 8 <sup>th</sup> day	From 9 <sup>th</sup> to 16 <sup>th</sup> day	From 17 <sup>th</sup> day
Euros				
Containers up to 20'	Free	0.8204	1.7695	7.3731
Containers over 20'	Free	1.0940	2.6543	8.8478

3. APL, S.A. may reserve covered or open areas under special conditions to be determined, with a fee payable per square metre, cubic metre or tonne depending on the usage regime, cargo category, type of space and storage time.

## Chapter VI Use of Equipment

### Article 19 Equipment Usage Tariff

- The equipment usage tariff is payable by those requesting the equipment for services provided to cargo or vessels, for the use of maritime handling and transport equipment, land handling and transport equipment, container handling equipment in specialised terminals and other equipment supporting vessels, cargo and passengers in the port, including its availability.
- For the purpose of applying this tariff, the time count starts when the equipment is made available to the requester and ends at the end of the period for which it was requested.
- The rental time, counted under the previous paragraph, includes the time spent moving the mobile equipment from its parking location to the service location and back, except when the equipment moves to perform more than one service, in which case the start of a service corresponds to the moment the previous service ends.
- The time count for equipment use is interrupted due to breakdown, power failure or other causes beyond the requester's control that APL, S.A. considers preventing the equipment from operating.

## Article 20

### Maritime Handling and Transport Equipment

1. For the use of maritime handling and transport equipment, as well as the facilities and structures assigned to this equipment, the following fees apply per unit and indivisible time period, according to type:

Type of Equipment	Unit	Fee (Euros)
Launches assigned to Pilotage/Safety Services *	hour	187.8897
Multipurpose crafts *	hour	432.3794
Mobile Fenders		
- Pontoon type	24hours	169.7160
- “Yokohama” type	24hours	99.4414
- Aircraft-tyre type	24hours	29.1831

*\* A fuel surcharge of 15% applies to the total value of vessel usage*

2. Equipment and materials assigned to pilotage services may also be used for various transport services.
3. In non-concessioned port areas, the fees applicable to removable fenders are those shown in the table above.
4. For cruise ship berthing operations and based on an express request for the use of removable fenders, the fees in the table above apply (per fender and operation), plus the cost of **3 (three) hours** of use of the multi-purpose vessel.

## Article 21

### Land Handling and Transport Equipment

1. For the use of land handling and transport equipment, as well as the facilities and structures assigned to this equipment, the following fees apply per unit and indivisible time period, according to type:

Type of Equipment	Unit	Fee (Euros)
Rail-mounted cranes (6 tons)	hour	63.8433
Mobile cranes (3.5 tons)		36.0180
Mobile cranes (30 tons)		205.8951

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Type of Equipment	Unit	Fee (Euros)
Forklifts with 2.5-tons forks		73.3939
Tractors		80.3108
Fixed quay crane at VTS quay	movement	37.8189
Transport up to 3,500 kg by vehicle	hour	144.0714
Gangways	day	100.9287

2. The use of gangways by vessels, namely warships, does not include their placement, removal and transport.
3. The request for lifting equipment for services between 00:00 and 08:00 is subject to a minimum billing period of 4 hours.
4. Requests for services, as well as conditions for cancellation and modification, are carried out under the rules of the Operating Regulation, published by Service Order.

## Article 22

### Firefighting, Environmental Protection and Miscellaneous Equipment

For the use of equipment, the following fees apply per unit and indivisible period, according to type:

Type of Equipment	Unit	Euros
Simple skimmer (20 m <sup>3</sup> )	hour	51,4891
Floating barriers	m.day	8,7475
Tanks (3 m <sup>3</sup> )	day	77,2108
Tanks (10 m <sup>3</sup> )		236,7730
Pumps (30 m <sup>3</sup> )	hour	61,7871
Pumps (200 m <sup>3</sup> )		370,5986
Gas detectors	space	36,0500
Pump with monitor	hour	373,0542
Metal fencing	day	9,5612
Air compressor	hour	14,4074
High-pressure washing machine		14,4074
Sinkers up to 3.2 tons	24 hours	43,2214
Sinkers over 3.2 tons		72,0356
Yellow signalling buoys		72,0356
Lanterns		28,8142

**Chapter VII**  
**Supplies**

**Article 23**  
**Supply Tariff**

1. The supply tariff is payable by those requesting the services and goods supplied, for the provision of human resources and consumable goods, including the service inherent to the nature of each supply to port users.
2. For carrying out a Technical Safety Inspection, the following fees apply:
  - a) Technical inspection and travel per technician for a period up to 4 hours: **429.0144 Euros**;
  - b) In case of extension, per person and per indivisible hour: **107.2550 Euros**.
3. For the provision of personnel for services whose tariffs do not include such use, the following fees apply per person and per indivisible hour:

Professional Group	Fee (Euros)
Group 1	107.2550
Group 2	68.6314
Groups 3 and 4	45.5246
Group 5	38.2457
Groups 6 and 7	30.0482

4. The supply of electricity to vessels by APL, S.A. is carried out under the following conditions:

Supply	Unit	Euros
Temporary energy supply	KWh	0.4068
Single-phase meters	day	2.1422
Three-phase meters		4.2846
Autotransformers		8.5555

5. In the temporary supply of electricity to vessels, personnel costs required for supply operations are invoiced separately, according to the rates in paragraph 2 of this article.
6. For the supply of port access cards, issuance and renewal fees apply per unit at **18.6544 Euros** and **12.4365 Euros**, respectively.

**CHAPTER VIII**  
**Waste Collection**

**Article 24**  
**Waste Collection Tariff**

The waste collection tariff is payable by shipowners or their legal representatives for the management of waste under Annex V of the MARPOL Convention, excluding cargo residues or cargo-related residues, and includes an indirect fee, regardless of waste delivery, and a direct fee for the actual provision of the service, when applicable.

**Article 25**  
**Indirect Waste Fee**

1. The indirect fee corresponds to the vessel's contribution, required by Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019, transposed into national law by Decree-Law No. 102/2020 of 9 December, for the recovery of 30% of the costs of port waste reception facilities, including administrative costs and costs of treatment and disposal, regardless of actual use of the facilities.
2. The indirect fee applies to all vessels entering the port area and is calculated per unit of gross tonnage (GT), amounting to **0.0132 Euros per GT**, with a **minimum value of 356.6500 Euros per call**.
3. The indirect fee applicable to tankers intended for the transport of crude and petroleum products with segregated ballast tanks is calculated based on the reduced GT.
4. The indirect fee entitles the vessel to discharge waste under Annex V of the MARPOL Convention up to its onboard storage capacity indicated in the Waste Declaration, excluding cargo residues or cargo-related residues, provided they are delivered properly sorted, packaged and during the first discharge operation in port using the means indicated in the table of Article 27.

**Article 26**  
**Exemptions and Reductions of the Indirect Waste Fee**

1. The indirect fee is subject to the regime of reductions and exemptions applicable to the Port Usage Fee, as set out in Articles 10 and 11, as well as the exemption provided for under Article 14 of Decree-Law No. 102/2020 of 9 December.

2. The indirect waste collection fee, associated with a waste collection service request, may be reduced by 5% if the vessel demonstrates that its design, equipment and operation allow for the production of reduced quantities of waste and that such waste is managed sustainably, in accordance with the evaluation criteria used by the European Union.
3. Reductions of the indirect fee apply only up to the minimum value stipulated in paragraph 2 of Article 25.

### **Article 27** **Direct Waste Fee**

1. The direct waste fee for vessels covers waste under Annex V of the MARPOL Convention, excluding cargo residues or cargo-related residues produced during vessel operation or during loading, unloading or cleaning operations.
2. The direct fee applies:
  - a) To vessels exempt from the indirect waste fee that deliver waste indicated in paragraph 1;
  - b) To the volume of waste exceeding the maximum onboard storage capacity of vessels subject to the indirect fee;
  - c) When waste delivery is not carried out separately and sorted, preventing its recovery;
  - d) To the volume of waste delivered after the first discharge of waste in port by vessels subject to the indirect fee;
  - e) When waste discharge causes quay contamination, requiring additional cleaning to ensure hygiene and safety conditions in the port.
3. For the provision of waste collection, transport and treatment services under Annex V of the MARPOL Convention, the following direct waste fees apply:



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Waste management service/operation	Unit	Fee (Euros)
Containers	up to 4 m <sup>3</sup>	180,0000
	10 m <sup>3</sup>	600,0000
	30 m <sup>3</sup>	470,0000
	40 m <sup>3</sup>	500,0000
Collection of food waste from third countries	up to 4 m <sup>3</sup>	300,0000
	container 10 m <sup>3</sup>	600,0000
Collection of cooking oils	200-litre drum	200,0000
Collection of cooking oils from third countries		500,0000
Collection of ashes	m <sup>3</sup>	450,0000
Collection of contaminated packaging		450,0000
Collection of aerosols		450,0000
Collection of contaminated absorbents		450,0000
Collection of ink cartridges/toners		450,0000
Collection of paints		450,0000
Collection of batteries		450,0000
Collection of lamps		450,0000
Collection of electrical and electronic equipment		450,0000
Collection of hospital waste – non-hazardous		450,0000
Collection of hospital waste – hazardous		950,0000
Additional:		
Staff Mobilisation	person/hour	25,0000
Quay cleaning	service	500,0000
Relocation of container		300,0000
Offshore transport operation using vessel *	hour	432,3794
Container disinfection operation	service	500,0000
Waste collection operations not included above or requiring specific procedures or final destinations		specific fee

\* A fuel surcharge of **15%** is added to the total value of vessel usage.

4. In the absence or non-applicability of the provisions referred to in paragraph 3, the service is carried out through the intervention of a service provider contracted by the port

authority, and the requester is charged the amount of the respective invoice plus an additional 20%.

## **Article 28**

### **Waste Collection Service**

1. The request for the waste collection service must be made at least 3 hours in advance (or 24 hours for operations involving quantities exceeding 100 m<sup>3</sup> or which, due to their technical specificity, require authorisation from third-party entities for their occurrence in national territory and are therefore subject to confirmation by APL).
2. Waste covered by Annex V of the MARPOL Convention, to be delivered under this tariff, must be mandatorily delivered separately by type. Delivery must comply with the following principles:
  - a) separation by waste type, namely plastics, paper/cardboard, glass, food waste, cooking oils, ashes, hazardous waste, among others;
  - b) safe packaging compatible with legal and operational requirements;
  - c) absence of cross-contamination, such as the presence of food waste in plastic packaging.
3. Regardless of the origin of the vessels (European Union or third countries), all food waste (leftovers, kitchen and table waste) must be delivered in bags and unloaded into dedicated containers, to comply with applicable sanitary and biosafety requirements.
4. For unsorted waste, a surcharge of **40%** applies to the value of the direct fees for the service provided.
5. In case of cancellation or reduction of the service, not communicated at least 3 hours before the scheduled date/time for the execution of the service, **40%** of the estimated value of the direct fees for the requested service is payable, to cover the mobilisation costs of port waste reception facilities and personnel assigned to the operation. This amount applies to vessels, whether exempt from the indirect fee or not.
6. The conditions for applying surcharges to the waste collection service are indicated in the Ship Waste Management Regulation, published in a specific Service Order.
7. The collection of waste types not included in Annex V of the MARPOL Convention is carried out at the Port of Lisbon by operators licensed by APL, S.A. for this activity, whose tariffs can be consulted on the Port of Lisbon website.

**Chapter IX**  
**Supplementary Provisions**

**Article 29**  
**Lay Up**

1. Local or river traffic vessels, except those licensed for maritime-tourism activities, may be granted annual berthing agreements upon request by the interested parties, until the end of the first quarter of the current year, with an annual fee of **0.4913 Euros** per unit of gross tonnage.
2. Prolonged berthing (“lay up”) of vessels not referred to in the previous paragraph in special prolonged berthing zones identified in the Port Authority Regulation, and in accordance with it, entails payment of the Port Usage Fee (TUP) indicated in paragraph 1 of Article 9, with a **40%** reduction. These vessels cannot benefit from any other reduction under the TUP.

**Article 30**  
**Priority in the Application of Reductions**

1. When a vessel is eligible for reductions that are mutually incompatible (not cumulative), the most favourable reduction applies.
2. Regarding the application of multiple reductions, these are applied in series.

**Article 31**  
**Reductions and Exemptions**

Vessels calling at the Port of Lisbon may only benefit from the reductions and exemptions provided for in this Regulation at the locations and for the maximum call durations set out in the following table:

Vessel Situation	Scope	Location	Maximum Duration
Operational	General	All	Indeterminate
Extended stay *	Extended stay	Special extended-stay areas	Indeterminate

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Vessel Situation	Scope	Location	Maximum Duration
Bunkering *	Supply for vessel's own use: provisions, fresh water, fuel, lubricants and spare parts	–	2 periods of 24 hours
Crew change **	Crew change	–	2 periods of 24 hours
Disembarkation of sick or deceased persons **	Disembarkation of sick or deceased persons	–	2 periods of 24 hours
Hospital ships **	Hospital ships	All	Indeterminate
Portuguese Navy **	Portuguese Navy vessels	All	Indeterminate
Official visits **	Vessels on official visit	All	Indeterminate
Reciprocity in exemption **	Foreign Navy vessels granting exemption to Portuguese Navy vessels in their countries	All	Indeterminate
APL services **	Vessels in port service	All	Indeterminate
Degassing *	Cleaning or degassing	Porto Brandão / ETC	Indeterminate
Shipyard repair *	Careening or shipyard repair	Shipyards	Indeterminate
Dismantling *	Dismantling	Shipyards	180 periods of 24 hours
Trials *	Trials, calibration of bearing repeaters and compensation of compasses	All	Indeterminate

\* Reduction in accordance with the relevant article of the **Tariff Regulations 2026**

\*\* Exemption in accordance with the provisions of the **Tariff Regulations 2026**

## Article 32 Other Services and Supplies

1. Fees payable for the use of public domain, for various service provisions and other supplies of goods not covered by this Regulation, as well as for the rental of tools, utensils and materials, are established through specific regulations.
2. APL, S.A. may provide services outside its normal activities, within or outside its areas of intervention, provided this is not deemed inconvenient, with the respective fees established by direct agreement.
3. APL, S.A. may also provide services and supply goods and consumable materials not provided for in its regulations, at the request of interested parties, invoicing them at cost plus 20%

**Article 33**  
**Subsidiary Rules**

In all matters not expressly regulated in this Regulation, the Regulation of the Tariff System of Mainland Ports applies.

**Article 34**  
**Temporal Application**

These Regulations replace the **APL, S.A. Tariff Regulations of 2025**, published on the APL, S.A. website, and shall enter into force on **15 February 2026**.

**ANNEX I**

**Simultaneous Application of TUP**

Code	Aims and Associated reductions	Simultaneously
<b>A</b>	<b>Reduction of technical call costs</b>	
A1	Cleaning, waste discharge or degassing at station	-
A2	Careening or shipyard repair, outfitting, dismantling, trials, regulation or compensation of compasses	-
A3	Supply of provisions, fresh water, lubricants and spare parts for own use	-
A4	A4 – Bunkering operations	-
<b>B</b>	<b>Environmental incentives</b>	
B1	Green Award / ISO 14001 certification	B2,C,D,E
B2	Environmental Port Index (EPI – Port Stay)	B1, D3
<b>C</b>	<b>Promotion of intermodality</b>	
C1	Regular liner services: - 6 a 24 calls; - 25 a 52 calls; - 53 a 100 calls; - up 100 calls	B1
C2	Short sea shipping	B1
<b>D</b>	<b>Consolidation of port traffic</b>	
D1	National cabotage	B1
D2	Frequent calls: - 6 to 12 calls; - from 13 to 24 calls; - from 25 to 52 calls; - up 52 calls	B1
D3	Cruise passenger vessels: - from 6 to 12 calls/years - from 13 to 24 calls/years - from 25 to 52 calls/years - up 52 calls/years	B1, B2
<b>E</b>	<b>Strategic interest</b>	
E1	Services of strategical value	B1

*\* For analysis of the application of reductions should be consulted Article 30 of this Regulation.*

## **ANNEX II**

### **Glossary**

1. **Gross Tonnage:** Gross tonnage: the measure of the overall size of a vessel in accordance with the International Convention on Tonnage Measurement of Ships, of 23 June 1969, uniformly designated as GT.
2. **Reduced gross tonnage:** the gross tonnage of an oil tanker minus the tonnage of segregated ballast tanks, in accordance with Annex I to the MARPOL 73/78 Convention and under the order of the Secretary of State Adjunct to the Minister for Equipment, Planning and Territorial Administration, No. 72-XIII/96 of 31 July
3. **Anchorage:** the water area intended for manoeuvring and anchoring ships, sheltered and of dimensions and depths compatible with tides, currents, weather conditions and port operational procedures.
4. **Types of vessels / ships:**
  - **Tankers:** ships classified as oil tankers, gas carriers, tankers and other unspecified vessels intended exclusively for the transport of liquid bulk.
  - **Container ships:** ships classified as container carriers and all those operating exclusively, at each call, in terminals specialised in container handling.
  - **Bulk carriers:** ships classified as bulk carriers and all those operating exclusively, at each call, in terminals specialised in handling solid bulk, excluding tankers..
  - **Passenger ships:** vessels classified for the carriage of passengers.
  - **Other vessels or ships:** all other vessels and ships not included in the previous categories.
5. **Regular Liner Service:** any container ship, refrigerated ship, roll-on/roll-off ship, passenger ship or general cargo ship that simultaneously meets the following conditions:
  - Operates under the service of a specific shipowner;
  - Calls at the port at least six times in each calendar year, according to an annual schedule published and communicated in advance to the port authority, showing the immediately preceding and subsequent calls to each call at the port;
  - Serves the port at least once in each round trip, as provided in the respective schedule.

- 6. Short Sea Shipping Service** for the exclusive purpose of applying this tariff, a short-sea service is one provided by a cargo vessel that simultaneously meets the following conditions:
- operates within an area restricted to Europe, the Mediterranean Sea and Morocco;
  - is recognised by the port authority as an intermodal cargo service or as corresponding to a modal shift to the maritime route;
  - calls at the port at least 24 (twenty-four) times in each year
- 7. Turnaround operation:** a passenger ship rotation operation involving the complete disembarkation and embarkation of passengers.