



**TARIFF REGULATIONS  
OF APFF - ADMINISTRAÇÃO DO  
PORTO DA FIGUEIRA DA FOZ, S.A.**

## TARIFF REGULATIONS FOR 2021

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## TARIFF REGULATIONS FOR 2021

### CHAPTER I

#### General stipulations

##### Article 1

###### Scope of application

Administração do Porto da Figueira da Foz, S.A., henceforth referred to as APFF, S.A. or port authority, will charge, within their area of jurisdiction, the fees outlined in these Regulations for the use of their installations and equipment for the supply of goods and provision of services at the port.

##### Article 2

###### APFF, S.A. Jurisdiction

Notwithstanding the powers outlined in these Regulations, in the Regulations of the National Ports Tariff System, approved by Decree-Law no. 273/2000, of 9 November, henceforth referred to as RST, or in special legislation, the Board of Directors of APFF, S.A. has powers to deliberate on the following:

- a) Resolution of cases not outlined;
- b) Provision of services through prior adjustment, under the terms of article 5 of the RST (Portuguese Mainland Ports Tariff System);
- c) Services carried out outside the port zone;
- d) Services provided in salvage operations, assistance to boats in danger, on board fires and other incidents of this nature;
- e) Demand for advanced payment of fees or prior guarantee of their payment.

##### Article 3

###### Use of staff

1. Unless expressly otherwise stipulated, the value of the fees will always include the cost of use of staff indispensable for the execution of the service and employed by the port authority.
2. When staff are used beyond that stipulated in the previous point, a supply of staff fee will be applied as outlined in these Regulations.

##### Article 4

###### Units of measurement

1. The applicable units of measurement are the outlines in article 3 of the RST, namely:
  - a) Quantity: cargo unit (U);

- b) Bulk: metric tonne (T or ton);
  - c) Volume: cubic metre (m<sup>3</sup>);
  - d) Area: square metres (m<sup>2</sup>);
  - e) Length: linear metre (m);
  - f) Time: Hour (h), day, month and year;
  - g) Dimension of ships or boats: GT.
2. The direct measurements made by the port authority or entities recognised by it prevail over those declared.
  3. For the purpose of counting periods in days, these shall refer to calendar days.
  4. With regard to services provided to war ships, the gross tonnage will be replaced with the maximum displacement.
  5. Unless otherwise stipulated the units of measurement adopted will always be undividable, and are rounded up.

#### **Article 5** **Request for services**

1. The provision of services shall be preceded by a requisition using the means used at the port, chiefly telematic. The requester is responsible for the payment of the respective fees.
2. In the request for services relating to a ship, it is mandatory to indicate its IMO number, unless not yet assigned.
3. The requesters shall be held responsible for all losses deriving from delays to the start of the requested operations, beyond a period of tolerance that may be yielded, unless the losses are imputed to the port authority.
4. The requesters are also responsible, under the same terms as the previous point, when they exceed the normal time scheduled for the execution of the service, plus the tolerance period yielded.
5. The port authority will be responsible for payment of the services required to change the ship's mooring site as a result of instructions from the port authority issued in its exclusive interest, although the clients must request these services.
6. If the changes are in the interest of other ships and are duly authorised by the port authority, the respective ships shall pay for the services needed to make the changes.
7. The norms and time limits for the request of services and possible penalties will be fixed by the port authority.

#### **Article 6** **Charging of fees**

1. The fees will be charged immediately after provision of services, unless another procedure has been determined by the port authority.
2. The charging of fees may be confided to other entities, under conditions to be fixed by the port authority.
3. The fees may also be charged through third parties, in substitution of passive subjects, under the legal terms.

4. In order to safeguard its interests and whenever it judges convenient, the port authority may demand the advanced payment of fees or demand the assurance of payment through a deposit or a bank guarantee for the payment of any sums that may be owed, from the application of tariffs.
5. The payment of fees for the amounts less than **€5,00** shall be paid in cash immediately after provision of the service.
6. To all the issued documents necessary to the amounts charged in number 5 shall be charged a fee of **€3,00**.
7. Vat (value added tax) in accordance with existing legislation in force is added to the rates provided for in this Regulation.

#### Article 7

##### Invoice complaints

1. Complaints concerning the sum of an invoice, provided that it is presented within the indicated deadline, will suspend the payment of the part or parts of the tariff that are the object of the complaint. The remaining sum must be paid within the payment time period.
2. When the deadline outlined for the payment of an invoice expires, the sum will be subject to interest payments at the legal rate.
3. In the event of refusal of a complaint, interest at the legal rate will be added to the sums in question, counting from the limit date for the payment of the invoice.
4. In case of coercive collection, the amount of **45,10 €**, will be charged, which will be added to the amount of the invoice, for litigation execution.

## CHAPTER II Port use

#### Article 8

##### Tariff for use of the port

1. The tariff for use of the port, henceforth referred to as TUP, is charged for the provision and use of systems with regard to the entrance, stationing and exiting of ships, the operation of ships and cargoes, safety and conservation of the environment under the terms of the RST.
2. The tariff for use of the port encompasses two components. One is applicable to the ships and boats, henceforth referred to as TUP-Ship and the other is applicable to cargo, henceforth referred to as TUP-Cargo, under the following terms:
  - a. The TUP-Ship is applied to all ships and boats that enter the port zone and the riverboats and local fishing boats, seafaring tourist boats and tugboats with gross tonnage over 5 GT;
  - b. The TUP-Cargo is applicable per tonne or unit of cargo corresponding to the categories of cargo.
3. The TUP is always due by vessels and ships in accordance with this Article and in the following, unless there

are operating contracts under the concession of port terminals, in which variable considerations may be established in favour of the grantor.

#### Article 9

##### Tariff for use of the port– Component applicable to the ship (TUP-Ship)

- The component of the tariff for use of the port to be charged to the boats or ships not paid in advance (TUP-Ship) is calculated in accordance with the relation R between the total quantity of cargo unloaded and loaded (QT), and the Gross Tonnage (GT), where:
  - QT is the sum of the cargo quantities unloaded and loaded, in tonnes;
  - $R = QT / GT$ , the value of the effective cargo factor, calculated through the relation between the total cargo quantity moved in tonnes and the Gross Tonnage (GT) of the ship;
  - K is the cargo factor value, per type of ship.

TYPE OF SHIP	K VALUE	CONDITION	TUP-SHIP CALCULATION
Tanker ships	K = 1,34	If $R \geq K$	TUP-Ship = <b>0,3608 €</b> * GT
		If $0 < R < K$	TUP-Ship = <b>0,1251 €</b> * GT + <b>0,1755 €</b> * QT
Container Ship	K = 1,2	If $R \geq K$	TUP-Ship = <b>0,3498 €</b> * GT
		If $0 < R < K$	TUP-Ship = <b>0,1118 €</b> * GT + <b>0,1979 €</b> * QT
Ro-Ro Ships	K = 1,19	If $R \geq K$	TUP-Ship = <b>0,1960 €</b> * GT
		If $0 < R < K$	TUP-Ship = <b>0,0581 €</b> * GT + <b>0,1157 €</b> * QT
Passenger ships	Not applicable	Not applicable	TUP-Ship = <b>0,0699 €</b> * GT
Other boats or ships	K = 1,13	If $R \geq K$	TUP-Ship = <b>0,3498 €</b> * GT
		If $0 < R < K$	TUP-Ship = <b>0,1118 €</b> * GT + <b>0,2102 €</b> * QT

- If  $R = 0$ , the TUP-Ship charged shall be calculated under the terms of the following points 12, 13, 14 and 15, in line with the applicable cases.
- When during its stay at the port a ship changes the type of operation and therefore the fee payer and the fees applicable, without interrupting the scheduled operations, the TUP-Ship value corresponds to the total movement carried out, calculated under the terms of the previous points, which is distributed in the proportion of the tonnage moved in each situation.
- Ships that intend to carry out consecutive non-programmed unloading and loading operations, with or without changing the fee payer of the applicable fees, lose priority in situations of congestion at the port and

are treated as if they make distinct stopovers, with stopover periods demarcated by the moment the fee payer is changed or the end of the preceding operation.

5. The total value of the TUP-Ship to be charged in a given stopover is determined by the sum of the parts obtained through the partial calculations that result from the application to the stopover in question of the different charges outlined in the previous and following points of this article, whenever owed.
6. For the purposes of the application of the TUP-Ship, the time counted shall begin and end, respectively, when the ship enters and leaves the port, apart from situations outlined in this article, which also include the times defined for changing the situation of the ship.
7. The time limit for staying at the port (TLP) attributed to each ship to carry out loading, unloading and passenger traffic operations shall be that strictly necessary for the purpose, in normal operating circumstances, making full use of the port operating hours and the facilities provided. The time limit attributed shall be in accordance with the kind of ship, the type and quantity of load to be moved or the operation to be carried out, the equipment and other resources used, the functioning hours of the port and other conditions, namely physiographical and meteorological conditions that affect the duration of the stopover in question.
8. When the throughput rate is considered unacceptable by the port authority for the undertaking of the operations, for reasons not imputable to the port authority, the authority shall establish the moment at which the time limit for staying at the port (TLP) has ended, communicating this fact to the fee payer. In these cases, the value of the TUP-Ship calculated under the terms of point 1, shall be increased in line with the following table, in accordance with the additional time needed to complete the operations:

Maximum staying time:	TLP + 1	TLP + 3	TLP + 5	> TLP + 5
Surcharge factor:	1	1,50	2,00	2,50

9. Cumulatively with the increased TUP-Ship calculated under the terms of this point, during the whole period that exceeds the limit defined by the TLP + 5, a further charge outlined in points 12 or 13 shall be payable, depending on the situation applicable.
10. Whenever the boat or ship intends to moor in the port zone before carrying out loading, unloading or passenger traffic operations, or between operations, or prolongs its stay in the port beyond its allotted time, having been granted authorisation by the port authority to do so, a cumulative tariff for using the port shall be charged under the terms of points 12, 13, 14 and 15, depending on the case, for the period of stay at the port. For this purpose, the time of stay before operations is added to the times of stay between or after loading, unloading and passenger traffic operations.
11. When the ship is obliged to prolong its stay at the port through a decision from an authorised body or is forced to do so for a reason not dependent on prior authorisation from the port authority, as well as in other situations that are contrary to the ship's will and the port's interest, during the period of stay in these conditions the tariffs shall be triple those outlined in the previous point.

12. For the purposes of points 2, 8 and 10, the TUP-Ship part charged to boats and ships **alongside the quay**, ready or not for navigation, shall be established by the sum of partial values calculated for successive time periods of stay using the formula:

$$\text{TUP-Ship (E)} = 0,5833 \text{ €} * (\text{GT}/10) * T * F,$$

where GT/10 is the number of 10-unit fractions of gross tonnage, rounded to the nearest whole number, T is the number of undividable periods of 24 hours in the reference interval and F is the specific factor of this interval, defined by the following table:

Reference interval, in 24-h periods:	First 2	From 3 <sup>rd</sup> to 4 <sup>th</sup>	From 5 <sup>th</sup> to 8 <sup>th</sup>	From 9 <sup>th</sup> onwards
Specific factor (F):	1,00	1,125	1,25	1,50
Fee per 24-h period:	<b>0,5833 €*(GT/10)</b>	<b>0,5833 €*(GT/10)*1,125</b>	<b>0,5833 €*(GT/10)*1,25</b>	<b>0,5833 €*(GT/10)*1,50</b>

13. For the purposes of points 2, 8 and 10, the TUP-Ship part charged to boats and ships **ready** for navigation, when **anchored**, shall be established by the sum of partial values calculated for successive time periods of stay using the formula:

$$\text{TUP-Ship (E)} = 0,1989 \text{ €} * (\text{GT}/10) * T * F,$$

where GT/10 is the number of 10-unit fractions of gross tonnage, rounded to the nearest whole number, T is the number of undividable periods of 24 hours in the reference interval and F is the specific factor of this interval, defined by the following table:

Reference interval, in 24-h periods:	First 2	From 3 <sup>rd</sup> to 4 <sup>th</sup>	From 5 <sup>th</sup> to 8 <sup>th</sup>	From 9 <sup>th</sup> onwards
Specific factor (F):	1,00	1,125	1,25	1,50
Fee per 24-h period:	<b>0,1989 €*(GT/10)</b>	<b>0,1989 €*(GT/10)*1,125</b>	<b>0,1989 €*(GT/10)*1,25</b>	<b>0,1989 €*(GT/10)*1,50</b>

14. For the purposes of points 2 and 10, the TUP-Ship part charged to boats and ships not **ready** for navigation, when **anchored**, shall be established by the sum of partial values calculated for successive time periods of stay using the formula:

$$\text{TUP-Ship (E)} = 0,6472 \text{ €} * \sqrt{\text{GT}} * T * F,$$

where GT is the gross tonnage, T is the number of undividable 24-h time periods in the reference interval and F is the specific value of this interval, defined by the following table:

Reference interval, in 24-h periods:	First 10	From 11 <sup>th</sup> to 30 <sup>th</sup>	From 31 <sup>st</sup> to 60 <sup>th</sup>	From 61 <sup>st</sup> onwards
Specific factor (F):	1,00	1,125	1,25	1,50
Fee per 24-h period:	<b>0,6472 € * √GT</b>	<b>0,6472 € * √GT * 1,125</b>	<b>0,6472 € * √GT * 1,25</b>	<b>0,6472 € * √GT * 1,50</b>

15. For the purposes of points 2 and 10, the TUP-Ship part charged to boats or ships **undergoing repair works** in the specialised quays or shipyards, during their stay in their allocated quay, shall be calculated by the following formula:

$$\text{TUP-Ship (E)} = 0,1989 \text{ €} * (\text{GT}/10) * T,$$

where GT/10 is the number of 10-unit fractions of gross tonnage, rounded to the nearest whole number, and T is the number of undividable 24-h time periods of stay.

16. The TUP-Ship part charged to **high-sea or coastal fishing** boats or ships that remain in activity and have registration and equipment in the port, during the stay in their allotted waiting quay, shall be calculated using the following formula:

$$\text{TUP-Ship (E)} = 0,1989 \text{ €} * (\text{GT}/10) * T,$$

where GT/10 is the number of 10-unit fractions of gross tonnage, rounded to the nearest whole number and T is the number of undividable 24-hour periods of stay.

17. The **riverboat or local cargo**, passenger, fishing or tugboat traffic may be charged **TUP-Ship in advance**, for undividable time periods, in days, the value of which shall be calculated using the following formula:

$$\text{TUP-Ship (A)} = 0,2235 \text{ €} * \sqrt{\text{GT}} * T * F,$$

where GT is the gross tonnage, T is the advance period in days and F is the specific factor of this period, as defined in the following table:

Advance period, in days (T):	30	90	180	365
Specific factor value (F):	0,80	0,70	0,60	0,50
Value of advance:	$0,2235 \text{ €} * \sqrt{\text{GT}} * 24$	$0,2235 \text{ €} * \sqrt{\text{GT}} * 63$	$0,2235 \text{ €} * \sqrt{\text{GT}} * 108$	$0,2235 \text{ €} * \sqrt{\text{GT}} * 182,5$

18. The **recreational** boats and those used for **maritime-tourism** purposes may be charged **TUP-Ship in advance**, for undividable periods of time, in days, the value of which shall be calculated by the following formula:

$$\text{TUP-Ship (A)} = 0,0995 \text{ €} * S * T * F,$$

where S is the value corresponding to the area of the water surface occupied, obtained through the product of the overall length by the maximum mouth, T is the advance period in days and F is the specific factor of this period, as defined in the following tables:

<b>Advance period, in days (T):</b>	30	90	180	365
<b>Specific factor value (F):</b>	0,80	0,70	0,60	0,50
<b>Value of advance:</b>	$0,0995 \text{ €} * S * 24$	$0,0995 \text{ €} * S * 63$	$0,0995 \text{ €} * S * 108$	$0,0995 \text{ €} * S * 182,5$

19. The boats that points 17 and 18 refer to, when anchored or moored in their specifically allocated sites, are subject to the specific regulations and tariffs of these sites, if these have been established.
20. The fees mentioned in this Article are always owed by the boats or ships, unless the concession or licences exempt the respective payment.

## Article 10

### Reductions – TUP-Ship

1. Notwithstanding legal exemptions, the fee for use of the port applicable for boats or ships shall have the reductions outlined in the following points.
2. The TUP-Ship applicable to ships entering the port exclusively for **cleaning, unloading of rubbish or degasification, careening or repairing the ship in the shipyard, preparation, dismantling, testing or tuning of compass needles**, during the time strictly necessary for the purpose, shall be reduced **10%**.
3. The TUP-Ship applicable to ships entering the port exclusively to collect **supplies, drinking water, fuel, lubricants and spare parts** for use in the ship itself shall be reduced **10%**.
4. The TUP-Ship applicable to tanker ships that are transporting crude oil and/or refined petroleum, that are **bearers of the Rotterdam Bureau Green Award certificate** and comply with the respective requirements shall be reduced **5%**, translating into a “Green Award”, **upon request**.
5. The TUP-Ship in each stopover applicable to a ship running a **regular line** service, which has complied with the conditions for the purpose outlined during the 365 calendar days immediately preceding the date of the stopover, or in the previous calendar year, shall benefit a reduction in the terms of the steps set below, provided there is a **minimum number of 6 stopovers**:
  - 0,0%, if the ship has made between 1 and 5 stopovers;
  - 7,5%, if the ship has made between 6 and 15 stopovers;
  - 15%, if the ship has made between 16 and 25 stopovers;
  - 17,5%, if the ship has made between 26 and 35 stopovers;
  - 22,5%, if the ship has made between 36 and 50 stopovers;
  - 27,5%, if the ship has made 51 or more stopovers.Till the 50th stopover the reduction shall be backdated since the first stopover. From the de 51st stopover the reduction shall not be backdated.
6. The TUP-Ship in each stopover applicable to certain ocean traffic of liquid of solid bulk, container ships, refrigerator ships, Ro-Ro, ferry-boat, passenger ships or general cargo ships, including those running a regular service line, which maintain their name and which, in the 365 calendar days immediately preceding that of the stopover in question have stopped at the port, shall benefit from the following reductions:
  - **2,5 %**, if the ship has made between **6 and 11 escalas**;
  - **5,0 %**, if the ship has made between **12 and 17 escalas**;

- **7,5 %**, if the ship has made between **18 or more stopovers**.

7. The TUP-Ship applicable to ships in **national cabotage** is entitled, **upon request**, to a reduction of **10 %**.
8. The TUP-Ship applicable to ships in **transshipment** is entitled, **upon request**, to a reduction of **10%**.
9. The TUP-Ship applicable to oil tankers with **segregated ballast tanks** shall be calculated based on the **reduced GT**.
10. The TUP-Ship parts calculated under the terms of points 8, 12, 13, 14 and 15 of the previous Article are not entitled to the reductions outlined in points 4 to 9.
11. When a boat or ship moors **outside and alongside others**, the TUP-Ship part calculated under the terms of point 12 of the previous Article shall be reduced **40%**, during the time that it is moored as such.
12. The reductions outlined in points 2 to 8 are cumulative.

#### Article 11

##### Tariff for use of the port– Component applicable to cargo (TUP-Cargo)

*Not applicable in 2021.*

### CHAPTER III Pilotage

#### Article 12

##### Pilotage tariff

1. The pilotage tariff includes six packages and is calculated per manoeuvre, in accordance with the gross tonnage (GT), in line with following table:

Enter and moor, or suspend and moor	Enter and anchor, or suspend and leave	Changes inside port	Tests inside ports	Unmoor and anchor, or unmoor and leave	Sidling along quay or mooring structures
<b>7,7167 € * √GT *1,1</b>	<b>7,7167 € * √GT *1,1</b>	<b>7,7167 € * √GT *1,1</b>	<b>7,7167 € * √GT *1,1</b>	<b>7,7167 € * √GT *1,1</b>	<b>7,7167 € * √GT *0,4</b>

2. For each pilotage service the maximum time of duration forecast is established, in normal weather and sea conditions, indicated in the following table:

Enter and moor, or suspend and moor	Enter and anchor, or suspend and leave	Changes inside port	Tests inside ports	Unmoor and anchor, or unmoor and leave	Sidling along quay or mooring structures
1 hora	1 hora	1 hora	1 hora	1 hora	30 minutos

#### Article 13

##### Reductions

1. Reductions to the pilotage fees applicable to boats or ships shall be attributed in the following cases:
  - a) Ships entering the port exclusively for **cleaning, unloading of rubbish or degasification or preparation**,

during the time strictly necessary for the purpose, shall benefit from a reduction of **10%**;

- b) Tanker ships that are transporting crude oil and/or refined petroleum, that are **bearers of the Rotterdam Bureau Green Award certificate** and comply with the respective requirements shall be entitled to a 5% reduction, translating into a “Green Award”, **upon request**;
  - c) Ships that have complied with the conditions of the **regular line** service during the 365 calendar days immediately preceding the date of the stopover shall be entitled to a **15%** reduction as announced at number 1 of the precedent article.
  - d) The reduction outlined in the preceding point, shall be backdated for all stopovers of ships running the line made during the first calendar year of operation, provided a minimum of 6 stopovers are made;
  - e) Seafaring liquid of solid bulk ships, container ships, refrigerator ships, Ro-Ro, ferry-boat, passenger ships or general cargo ships, including those running a regular service line, which maintain their name and which, in the 365 calendar days immediately preceding that of the stopover in question have stopped at the port, shall benefit from the following reductions:
    - **2,5 %**, if the ship has made between **6 and 11 escalas**;
    - **5,0 %**, if the ship has made between **12 and 17 escalas**;
    - **7,5 %**, if the ship has made between **18 or more stopovers**.
  - f) The pilotage fees applicable to ships in national cabotage is entitled, **upon request**, to a reduction of 7,5%, not cumulative with the planned reduction for the regular line service.
2. The reductions outlined in previous point are cumulative, except for the one outlined in point f).
  3. The pilotage fees applicable to the **petroleum** ships with **segregated ballast** tanks shall be calculated based on the **reduced GT**.
  4. If two pilotage operations are **carried out successively** inside the port and without the pilot leave the ship, the fee applicable to the second maneuver shall be reduced **40 %**.
  5. The fee applicable shall be reduced **25%**, if the **pilot board the ship more than 30 minutes late** in relation to the time for which the service was confirmed by the port authority.

#### Article 14

##### Miscellaneous

1. The pilotage service request must be made at least 3 hours in advance, within normal opening hours of the port.
2. A fixed fee of **257,4648 €** shall be charged for each piloting service cancelled or changed without giving at least 2 hours advance warning in relation to the planned start of the service. This fee is cumulative with the fees for the services that are actually provided.
3. The fees applicable to each pilotage service shall be increased **25%** if any of the following situations arise:
  - a) If the pilot provides assistance for the regulation and tuning of compass needles during the pilotage of the

ship;

- b) If, after the pilot has boarded, the ship leaves the location it is moored at more than 30 minutes after the time for which the service has been confirmed by the port authority;
  - c) If the ship with pilotage service manoeuvres only by traction from the tugboats.
4. If the maximum duration times outlined for each manoeuvre are exceeded, an additional fee of **257,4648 €**, shall be charged per undividable hour, relative to the excessive time.

## CHAPTER IV Mooring and unmooring

### Article 15

#### Mooring and unmooring tariff

1. The mooring and unmooring tariff is only part of the service provided on land, and does not include auxiliary mooring launches that may be necessary for passage of cables.
2. The mooring and unmooring tariff includes three packages and is established per GT class of the ship. The respective fees are fixed per operation, in accordance with the following table:

Classes de GT	Mooring	Unmooring	Sidling along the quay
Up to 999	<b>135,2255 €</b>	<b>135,2255 €</b>	<b>135,2255 €</b>
From 1 000 to 4 999	<b>189,3156 €</b>	<b>189,3156 €</b>	<b>189,3156 €</b>
From 5 000 to 9 999	<b>243,4059 €</b>	<b>243,4059 €</b>	<b>243,4059 €</b>
From 10 000 to 19 999	<b>270,4509 €</b>	<b>270,4509 €</b>	<b>270,4509 €</b>
>= 20.000	<b>324,5411 €</b>	<b>324,5411 €</b>	<b>324,5411 €</b>

3. The fees applicable shall be reduced **25%** if the mooring and unmooring teams are delayed for more than 30 minutes in relation to the time that the service was confirmed by the port authority.
4. The service request shall be made at least 3 hours in advance, during the normal functioning hours of the port.
5. If the services for mooring, unmooring, sidling along the quay or changing are cancelled or changed without prior warning of at least 2 hours in relation to the time confirmed by the port authority, a cancellation or changing fee shall be charged, equivalent to 50% of the fee applicable to the manoeuvre and GT class of the request. Should the manoeuvre be cancelled after the time scheduled for its start, it shall be charged as if it had been carried out.
6. If, despite the fact that the staff is present, the services are not started within 60 minutes, in the case of mooring, or 30 minutes in the case of unmooring, sidling along the quay or changes, after the time for which they were confirmed by the port authority, an additional fee equivalent to **25%** of the fee outlined for the

respective GT class shall be charged, for each hour or fraction of an hour of delay.

7. If the staff remain in service beyond 2 hours, counting from the actual start of each operation, a supplementary fee equivalent to **25%** of the fee outlined for the respective GT class shall be charged, for each hour or fraction of an hour of delay.

## CHAPTER V

### Cargo movement and passenger traffic

#### Article 16

##### Passenger traffic tariff

1. The use of port facilities for passengers embarking or disembarking is charged at **2,5704 €** per passenger.
2. The use of port facilities for passengers in transit is charged at **1,5423 €** per passenger.

## CHAPTER VI

### Warehousing

#### Article 17

##### Warehousing tariff

1. The warehousing tariff is payable for the services provided for cargo, namely the occupation of uncovered spaces, covered spaces, warehouses and deposits.
2. The cargoes that remain deposited in wagons or in any other vehicles that are transported are subject to the warehousing tariff regulation corresponding to the area occupied by the wagons or vehicles during the period in which they remain within the port installations.
3. For the purposes of the application of this tariff, the counting of time begins on the day in which the space starts to be occupied and ends on the day in which it becomes free of cargo or vehicles, including the transport time in the event of transfer of warehouse.
4. The fees established in the following article pertain to the total space occupied, volume or weight of the cargo. The APFF, S.A. can fix minimum areas, volumes and weights for the purposes of invoicing.

#### Article 18

##### Uncovered and covered warehousing

1. For storage of **uncovered or covered cargo**, on flattened land or in warehouses, apart from containers, ro-ro units and cargo described in the following article, the following fees shall be charged **for each undividable fraction of 10 square metres** and undividable day:

STORAGE DAYS:	First 10	From the 11 <sup>th</sup> to the 20 <sup>th</sup> day	From the 21 <sup>st</sup> to the 30 <sup>th</sup>	As from the 31 <sup>st</sup>
Uncovered:	Exemption	<b>0,0755 €</b>	<b>0,2265 €</b>	<b>0,4530 €</b>
Covered, under tiled roofs and shelters:	<b>0,1888 €</b>	<b>0,1888 €</b>	<b>0,5663 €</b>	<b>1,1326 €</b>
Covered, in warehouses:	<b>0,3776 €</b>	<b>0,3776 €</b>	<b>1,1326 €</b>	<b>2,2652 €</b>

2. For warehousing of **containers and ro-ro units on flat land and terminals**, the following fees shall be charged per unit and undividable day:

STORAGE DAYS:	First 10	From the 11 <sup>th</sup> to the 20 <sup>th</sup> day	From the 21 <sup>st</sup> to the 30 <sup>th</sup>	As from the 31 <sup>st</sup>
Container <= 20':	Exemption	<b>0,0996 €</b>	<b>0,1991 €</b>	<b>0,5973 €</b>
Container > 20':	Exemption	<b>0,1991 €</b>	<b>0,3982 €</b>	<b>1,1946 €</b>
Passenger vehicles:	Exemption	<b>0,5973 €</b>	<b>1,1946 €</b>	<b>3,5838 €</b>
Ro-Ro heavy vehicles and trailers:	Exemption	<b>1,1946 €</b>	<b>2,3892 €</b>	<b>7,1676 €</b>

3. For warehousing of **containers and Ro-Ro units in covered areas** on the flattened land (under tiled roofs or shelters), **double the fees** established in point 2 shall be charged, without any exemption, and the first period of tariff due shall be considered extended to the days of exemption outlined for uncovered warehousing.
4. For warehousing of **containers and Ro-Ro units in warehouses**, **quadruple the fees** established in point 2 shall be charged, without any exemption, and the first period of tariff due shall be considered extended to the days of exemption outlined for uncovered warehousing.
5. The port authority can reserve covered or uncovered areas under special conditions to be fixed. These will be charged at a fee per square metre depending on the category of the cargo, the type of space and the warehousing time.
6. The fees fixed under the terms of the previous point may be differentiated per type of warehouse and per category and type of cargo, under the terms of the RST.

## CHAPTER VII

### Use of equipment

#### Article 19

##### Tariff for use of equipment

1. The tariff for using equipment covers services provided for the cargo or the ship, use of manoeuvring and maritime transport equipment, manoeuvring and land transport, container transport in specialised terminals, and other support equipment for movement of ships, cargo and passengers in the port.
2. For the purposes of the application of this tariff, the time is counted from the moment at which the equipment is made available for the requesting party and ends at the end of the time period for which it was requested.

3. The leasing time, calculated under the terms of the previous point, includes the time spent transporting the non-mobile equipment from the location it is stationed at to the location where the services will be rendered and vice-versa.
4. The counting of time for the use of equipment will be interrupted because of breakdown, power cut or other causes that prevent the port authority from working.

#### Article 20

##### Equipment for cleaning pollution, fire-fighting and environmental conservation

1. Use of equipment for cleaning pollution, fire-fighting and environmental conservation is charged per unit and undividable time period, in accordance with the table below:

TYPE OF EQUIPMENT	UNIT FEE
- Oleophilic restorer 1500 l/h	<b>27,1009 € / h</b>
- Rigid contention barriers h=890 mm	<b>7,7225 € / m*day</b>
- Floating contention barriers h=735 mm	<b>5,1408 € / m*day</b>
- Bank contention barriers h=515 mm	<b>5,1408 € / m*day</b>
- Small transfer pumps (< 15 m <sup>3</sup> / h)	<b>19,3228 € / h</b>
- Medium transfer pumps (>= 15 m <sup>3</sup> / h)	<b>32,2419 € / h</b>
- 450 m <sup>3</sup> / h motor pumps	<b>160,9295 € / h</b>
- Floating storage tanks	<b>25,7824 € / day</b>
- Flocculation machine	<b>28,9786 € / h</b>
- Absorbents	<b>19,3228 € /kg</b>

2. The fees established in the previous point do not include supply of staff and facilities required for putting the equipment into action, its operation and its removal, nor the cost of cleaning the equipment after use, which shall be debited in accordance with the tariffs for equipment use and supply of staff, or for the value invoiced by the service provider plus 20 %.
3. The fees due for use of manoeuvring and transport equipment or boats are established in the corresponding tariffs.

#### Article 21

##### Maritime manoeuvring and transport equipment

1. For the use of manoeuvring and transport equipment the fees outlined in the following table, per unit and undividable time period, are charged:

TYPE OF EQUIPMENT	UNIT FEE
- Piloting launches	<b>156,5152 € / h</b>
- Semi-rigid auxiliary launches	<b>46,5355 € / h</b>
- Rigid auxiliary launches	<b>43,4398 € / h</b>
- Fixed fenders	<b>6,2360 € / day</b>
- Removable fenders	<b>5,5990 € / day</b>
- Floating fenders (large inflatable)	<b>7,4654 € / day</b>
- Tyre type fenders	<b>1,8663 € / day</b>
- Spring-loaded wire for mooring	<b>9,2981 € / day</b>
- Propylene cable >=6	<b>6,2249 € / day</b>

2. For the purposes of applying the fees mentioned in this Article, the time is counted in line with the following rules:
  - a) For the use of the floating equipment, the time starts counting from the moment it leaves the mooring site and ends at the moment it arrives back at this site, apart from when the equipment is moved to provide another service, in which case the start of the new service is the moment the previous service ends, provided that this does not result in a loss for the requester;
  - b) When using floating lifting equipment, the time of transport and waiting with volumes suspended or on the deck is counted for application of the respective fees, unless services are meanwhile provided to other requesters;
3. The equipment requested and not used shall be considered **ordered** until the start of the respective use and until the end of the period for which it was requested. In these cases the fees charged shall be **reduced 30%**.
4. The port authority authorises alteration of the time scheduled for the start of the operation or cancellation of the request, without charge for the requester, provided that the respective services are warned in advance during their normal functioning hours, at least:
  - a) 2 hours in advance in the case of putting back the scheduled time no more than 2 hours;
  - b) 4 hours in advance in the case of cancellation.
5. Failure to comply with the deadlines outlined in the previous point will lead to the payment of 2 hours of the equipment requested.

## Article 22

### Land manoeuvring and transport equipment

1. The use of land manoeuvring and transport equipment shall be charged, per unit and undividable time period, according to type of equipment, the fees outlined in the following table:

TIPO DE EQUIPAMENTO	TAXA UNITÁRIA
- Forklift up to 3 t lifting force	<b>20,9209 € / h</b>
- Forklift up to 6 t lifting force	<b>30,9230 € / h</b>
- Forklift up to 12 t lifting force	<b>41,8416 € / h</b>
- “Dumper”	<b>11,5892 € / h</b>
- Tractor (agricultural model)	<b>32,1972 € / h</b>

2. Equipment requested and not used shall be considered **ordered** up to the start of its respective use and after the end of this until the end of the period for which it is requested, in which case the fees applied shall be **reduced 40 %**.
3. The port authority authorises cancellation of the request, delay of the scheduled time of start of the operation, without charge to the requester, provided that the respective services are given at least 2 hours advance warning during their normal functioning hours.
4. Failure to comply with the deadlines outlined in the previous point will lead to the payment of 2 hours of the equipment requested.
5. The port authority authorises when justified reasons the traffic of goods using external means to the port, in which cases a reduction of **70 %** is carried out on the value of the fees applied to equivalent equipment listed in table 1 of this Article.

### Article 23

#### Containers

1. The use of container transport equipment shall be charged for embarkation, disembarkation and transshipment.
2. In the container embarkation and disembarkation operations, the fees outlined in the table below shall be applied, per unit moved and regardless of the dimensions of the container, which encompass all or part of the following operations:
  - a) Containers embarked:
    - i) Unloading from transport vehicle and parking next to the ship;
    - ii) Embarkation of container on the ship, from the transport vehicle.
  - b) Containers disembarked:
    - i) Disembarkation of the container from the ship, directly onto the transport vehicle;
    - ii) Loading on vehicle, when collected.

TYPE OF SERVICE	LOADED	EMPTY
- Embarkation of containers	<b>42,4676 €</b>	<b>33,9740 €</b>
- Disembarkation of containers	<b>42,4676 €</b>	<b>33,9740 €</b>

3. Whenever the vertical or horizontal transport of containers implies the execution of operations not included in the packages defined in the previous point, the fees outlined in the following table shall be applied, per unit transported:

TYPE OF SERVICE	LOADED	EMPTY
- Change of position on board	<b>16,9870 €</b>	<b>16,9870 €</b>
- Disembarkation and re-embarkation (coming from quay)	<b>25,4806 €</b>	<b>25,4806 €</b>

4. The port authority may authorise the disembarkation or embarkation of containers, if justified, **using onboard facilities of the ships** or other facilities not belonging to the port, which in this case will lead to a **85 % reduction** of the fees established in points 2 and 3.
5. Containers entering the port by land that remain in the park and leave it **without embarking** shall be charged at the fee corresponding to the embarkation of containers with a **30% reduction**.
6. Containers disembarked for later embarkation to other ports (**transshipment**) and which during their stay do not leave the port and are not handled shall be charged the fee corresponding to the sum of the fees owed for disembarkation and for embarkation of these containers, with a **20% reduction**.
7. Containers entering the port by land that remain in the park for consolidation and leave it without embarking and without use the port authority's equipment, shall be charged the fee corresponding to the TUP/Cargo-containers established in Article 11, with a **50 % reduction**.
8. Movement of **hatchway tops** of the hold shall be charged **per movement**, a fee equivalent to **change of position on board** for loaded containers.
9. Whenever services have been requested that are not carried out for reasons outside the control of the port authority, fees shall be charged for the equipment prepared for the operation.

#### Article 24

##### Bascules

- Each complete **weighing of a vehicle's tare or other** operation shall be charged a fee of **0,5477 €**.
- Each complete **weighing of a cargo's vehicle** operation shall be charged a fee of **1,0617 €** for each 10 t or fraction, without tare.
- When weighing the entire **lot of commodities** coming from or destined for the same ship, in direct unloading or loading operations without parking or storage at the port, **upon request**, a fee may be applied of **0,8424€**

**for each undividable fraction of 10 tonnes** of cargo weighed, for a minimum weight of 200 tonnes.

#### Article 25

##### Repair of damage

1. The requesters are responsible for breakdowns and damage to material or caused to goods belonging to the port authority during the time they are hired or used, as well as their loss or breakage.
2. Repair of damage in the works, equipment or utensils of the port, as well as cleaning of debris, shall be carried out by those responsible for the damages within a deadline fixed by the port authority.
3. If these works are carried out by the port authority itself, those responsible for the damages shall be charged the respective repair price, plus **20 %**.

## CHAPTER VIII

### Supplies

#### Article 26

##### Supply Tariff

The supply tariff is payable for the provision of human resources and consumables, including the service inherent to the nature of each supply to the users of the port.

#### Article 27

##### Supply of staff

The supply of staff, including transport from their base to the location where the service is to be carried out, provision of the service and return to base, shall be charged the following fees, expressed in euros per unit and per hour, according to the professional qualification:

STAFF QUALIFICATION	HOURLY FEE
Technical staff and senior managers	<b>42,0205 €</b>
Foremen	<b>32,3535 €</b>
Equipment operators	<b>27,1792 €</b>
Specialised workers and operating staff	<b>25,2234 €</b>
Maritime staff	<b>25,2234 €</b>
Auxiliary staff	<b>21,3567 €</b>

#### Article 28

##### Supply of electricity and water

1. A unit fee of **€0,3855/kWh** is due for the **supply of electricity to vessels at the dock**, on a temporary basis,

including on and off operations, as well as the use of a meter, subject to a minimum supply of **50kWh**.

2. The supply of electricity to container refrigerators shall be charged, per container and undividable hour, the unit fee of **1,9255 € / h**.
3. A unit fee of **€2,5783/m<sup>3</sup>** is due for the **supply of water to vessels**, on a temporary basis, through sockets at the dock, including on and off operations, as well as the use of a meter, subject to a minimum supply of **10m<sup>3</sup>**.
4. A unit fee of **€6,4428/m<sup>3</sup>** is due for **the supply of water to anchored vessels**, subject to a minimum supply of **20m<sup>3</sup>**.
5. If the requester intends that the supplies be accompanied with technical assistance by the port authority's staff, this should be mentioned on the requisition, indicating the periods of provision of assistance, which shall be debited at the prices outlined in the staff supply tariff table.
6. Electricity and water supply fees not covered in this article are established by specific regulations.

## CHAPTER IX Miscellaneous

### Article 29

#### Other services and goods supplied

1. The fees owed for provision of other services and other supplies of goods not included in the previous Chapter, as well as hiring of tools, utensils and materials, are established through specific regulations.
2. The port authorities may provide services outside their normal activity, inside or outside their areas of intervention, provided that this does not cause inconvenience. The respective fees shall be established directly.
3. The port authority may also carry out services and supplies of goods and consumables not included in its regulations, upon request from interested parties. These shall be charged with a **20%** surcharge.

### Article 30

#### Waste collection

1. For the provision of services of collection, transport and depositing of waste in an appropriate location, the fees for using equipment and supplying staff for the purpose shall be charged.
2. When the service is carried out by a service provider for the port authority, the requester shall be debited the value of the respective invoice plus a **20%** surcharge
3. The waste collection services can also be provided by a specialised company duly authorised or licensed to do so by the port authority. In this case the respective tariff, previously approved and published, will be applied.