



## APSS Tariffs Regulation for 2022

*Important notice: the Portuguese version shall prevail over the English translation. The English version has only information purposes.*



**APSS**  
Administração dos Portos  
de Setúbal e Sesimbra, SA



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**PREAMBLE**

The Port Tariff System Regulation approved by Article 1 of Decree-Law nr. 273/2000, of 11/09, and amended by Decree-Law nr. 129/2010, of 12/07, and by Decree-Law nr. 6/2017 of 01/06, regulates the supply of goods and services provided by the port authorities, including the use of the public domain under their jurisdiction, on the use or payment of fees charged.

Additionally, article 390 of Law No. 75 B/2020, of 12/31, and Ordinance no. 38/2021, of 02/16, amended by Rectification Statement No. 8/2021, of 02/25, provide for the introduction of carbon taxes on maritime travel. Furthermore, Decree-Law no. 102/2020, of 12/09, which transposes Directive (EU) 2019/883, on port reception facilities for waste from ships, which revoked Decree-Law no. 165/ 2003, from the 07/24.

Each port authority tariff regulation proposal is submitted by the port authority to AMT - Mobility and Transport Authority to be approved, according to the terms of paragraph a) of article 9 of the Port Tariff System Regulation in conjunction with paragraph e) of paragraph 4 of article 5 of the Decree-Law nr. 78/2014 of 05/14, amended by Statement of Rectification nr. 33/2014 of 07/02 and amended by Decree-Law No. 18/2015 of 02/02.

Thus, under these terms and according to paragraphs 2 and 3 of article 1, article 3 and article 8 of Decree-Law nr. 338/98 of 11/03, as amended by Decree-Law nr. 334/2001, of 12/24, by Decree-Law nr. 46/2002, of 03/02 and by Decree-Law nr. 15/2016, of 03/09, as well as sub-paragraphs c) and d) Article 10 of the Decree-Law nr. 78/2014 of 05/14, public consultation on the regulation proposal was made and submitted to AMT-Mobility and Transport Authority, that approved by determination of its Board of Directors on November, 25<sup>th</sup>. Therefore, the present regulation shall be published on the website as provided for in Article 11 (3) of the Continental Ports Tariff System Regulation.

**CHAPTER I – GENERAL DISPOSITIONS****Article 1 - Scope of Application**

1. APSS – The Port Authority of Setúbal and Sesimbra, SA, hereinafter referred as APSS, SA, will charge, within its jurisdiction, for the use of its port facilities and equipment, for the goods supply

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and rendering of services relative to the economic exploitation of the port, the tariff dues foreseen in the present regulation.

2. To the tariff values foreseen in the present regulation VAT-Value Added Tax is applied, under the terms of the Portuguese law.

### **Article 2 - Competence**

Without prejudice of the situations covered by the present regulation, in the Continental Ports Tariff System Regulation, hereinafter designated as RST, or in special legislation, it is the competence of the Board of Directors of APSS, SA, to deliberate upon the following matters:

- a) Resolution of omitted cases;
- b) Rendering of services through previous adjustments;
- c) Services performed outside the port area;
- d) Services rendered in rescue operations, assistance to vessels in danger, on-board fire and other similar situations;
- e) Demand for advanced payment of tariffs or prior guarantee of their payment.

### **Article 3 – Personnel supply**

1. Unless otherwise indicated, tariffs always include the cost of use of personnel essential to the execution of the services assigned by the port authority.
2. Should any personnel be used besides what is established by the previous number, the use of personnel tariff included in the present regulation will be charged.

### **Article 4 - Measure units**

1. The units of measurement applicable are those included in Article 3 of the RST:
  - a) Quantity: cargo unit;
  - b) Mass: metric ton;
  - c) Volume: cubic metre;
  - d) Area: square metre;
  - e) Length: linear metre;
  - f) Time: hour, day, month and year;
  - g) The vessel's dimensions: gross tonnage unit (hereinafter indicated as the GT unit).

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2. As for tariff application, the gross tonnage (GT), overall length and beam between navigation signal lights of the vessels are those which are mentioned in the certificate of gross tonnage issued according with the International Convention on Tonnage Measurement of Ships of 1969, or, in the case of not existing, the Lloyd’s Register Shipping or the Det Norske Veritas – Register Book.
3. Unless otherwise indicated, the measurement units established in the present regulation are indivisible and will be rounded up to the next highest whole unit.
4. The direct measuring performed by the port authority or by other recognised entities will prevail over those declared.
5. To the present rules, the definition:
  - a) Draft: depth of a vessel measured from the lowest point of the hull of the vessel to the water surface
  - b) Beam: the width of a vessel.

**Article 5 - Services request**

1. The provision of services is preceded by a request to be made by standardized forms and electronic data transmission, namely through the Single Port Window Information System and Logistic Single Window, and in the terms defined in the applicable legal and regulatory rules, including the rules that configure the Port Regulation and it is the responsibility of the applicants to pay the respective fees.
2. The deadlines for service requests are those established by the present rules and those in [www.portodesetubal.pt/files/2020/NormasProcedimentosRequisicoes.pdf](http://www.portodesetubal.pt/files/2020/NormasProcedimentosRequisicoes.pdf).
3. Failure to meet the deadlines, in cases that can be met, implies a penalty of € 50,00 per request.

**Article 6 – Charging fees**

1. Fees will be charged immediately after the rendering of the services, unless APSS, SA defines a different procedure.
2. Fees may be entrusted other entities under conditions to be determined by APSS, SA.
3. Fees may eventually be charged to third parties in substitution of the liable persons, under the legal terms.

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4. When justified, to safeguard the interests of the port of Setubal, APSS, SA, can demand for advanced payment of dues or prior guarantee of their payment, by bank deposit or bank guarantee.
5. The minimum value of invoicing is €5 to cover administrative costs.

**Article 7 – Invoice complaints**

1. The invoice claims against its value, if it is submitted within the payment term indicated, will suspend the payment of the item or items in question and the remaining amount will be charged within the referred term of payment.
2. Once the term of payment expires, the charging becomes subject to interest at the legal rate in force.
3. In the case of reclamation dismissal, the claimed amounts will be aggravated by interest at the legal rate, counting from the term of the invoice payment.
4. In the case of coercive charging, an additional amount to be determined by the Port Authority will be added to the invoice and will be equivalent to the costs incurred.
5. In case of customer error, namely in the fulfilment of documents sent to APSS, SA, a value of € 50 will be charged for each credit note issued.

**CHAPTER II – PORT USE**

**Article 8 – Port Use Tariff**

1. The Port Use tariff, hereinafter referred as TUP, is charged for the availability and use of systems concerning the vessel’s entrance, mooring and exiting, operations involving vessels, cargoes and passengers, safety and environmental preservation, under the terms of the RST.
2. The Port Use Tariff on vessels is applied to all vessels calling the port, including river, local and coastal traffic, fishing boats, maritime cruise boats, leisure boats and tugboats over 5 GT.

**Article 9 – Port Use Tariff on Vessels based on the gross tonnage (GT)  
and the time variable (T)**

1. The port use due on vessels is calculated according to the gross tonnage unit (GT), per indivisible 24hour periods, according to the type of vessel, in Euros, as showed in the following table:

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Vessel or ship type	First 24 h period (€)	Following 24 h periods (€)
Containerships	0,1044	0,0240
Ro-Ro vessels	0,1083	0,0250
Passenger Ships	0,0566	0,0240
Tankers	0,1332	0,0250
Other ships or vessels	0,1332	0,0250

(\*) These values already include the indirect waste management tariff referred on article 28, number 3.

2. The Port Use Tariff applied on tankers carrying crude and petrol products which have segregated ballast tanks, will be calculated as a function of reduced gross tonnage (GT).
3. To vessels calling the port only carrying containerized cargo, although not containerships, will be applied the port use due on container vessels.
4. To the vessels arrested under Port State Control or under the *Memorandum of Paris* the Port Use Tariff on vessels for the following 24-hour periods will be applied, surcharged in 200% during the period of detention.
5. For Port Use Tariff purposes, the time counting begins and ends, respectively, when the vessel arrives and leaves the port, unless the vessel intends to extend the stay in port after concluding cargo operations or passenger handling. In this situation, the time counting ends when the lay-time extension is requested in which case number 6 of this article is applied.
6. To vessels anchored, after concluding commercial operations or passenger handling and with authorization to extend their stay, and to vessels that call at the port without carrying out cargo handling operations, if they remain at anchor, Port Use Tariff on Vessels - following 24-hour period is applied. If the ships remain berthed in these situations, except in the case of Lisnave and Etermar, this tariff doubles.
7. In the case of floating structures without certification, port use dues are calculated according to the formula: LOA x Beam x Draft.
8. The Port Use Due on vessels applicable to river traffic vessels, local and coastal vessels and pleasure boats, as well as to those working on maritime cruise activity, and tugs will be as follow, or a covenant can be applied:
  - a) River, local coastal and tug vessels will pay € 0, 0,1376 per unit of the square root of gross tonnage per indivisible 24-hour period.

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- b) Pleasure boats and those licensed for maritime activities not using Fontainhas Dock will pay € 0,1376 per square metre of occupied area (LOA x Beam) and per indivisible 24-hour period.
9. The covenant referred to in the preceding number will be fixed in accordance with the square root of gross tonnage (GT) units or by occupied area, and for the following indivisible periods:

Covenant period (days)	Covenant value (€ / $GT\sqrt{\text{ou}} m^2$ )
90	3,3281
180	5,5927
365	9,9825

### Article 10 - Exemptions and Reductions

1. The following vessels are exempt from of Port Use Tariff:
- a) Hospital ships;
  - b) Portuguese and foreign navy ships if they are on official visit or exhibiting the flag of a country that grants equal treatment to Portuguese Navy ships;
  - c) Vessels undertaking scientific or cultural missions or humanitarian missions, when requested;
  - d) Vessels entering the port exclusively for changing crews or to disembark sick or corpses, during the period strictly necessary for that purpose;
  - e) Tugboats and floating equipment serving the port, regular inland waterway transport service boats between Setubal and Troia and fishing boats allocated to specific places.
  - f) Vessels or ships during repairing time in private shipyards or shipyards privately owned by maritime companies if allocated to their activity.
2. Without prejudice of the legal exemptions, port use due on vessels will benefit from reductions under the following conditions:

#### A. Technical Calls

- i) A 40% reduction for vessels which enter the port exclusively to take on stores, water, fuel, lubricants and spares for their own usage;
- ii) A 40% reduction for vessels moored alongside others rather than at the quayside. These reductions are non-cumulative with any other foreseen reductions.

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**B. Environmental Practices**

A 3% reduction for vessels holding the Green Award Certificate of Rotterdam Bureau, a certification within the international standard ISO 14001, LNG vessels and to vessels which have closed loop scrubbers and meet their requirements.

**C. To potentiate regularity**

i) Vessels integrated in regular liner services, approved beforehand by APSS, SA, having, within the 365 days preceding the call at issue, achieved the number of calls in the following table, shall benefit from the respective reductions, non-cumulative with others:

Number of Calls	Reduction
From 6 to 24 calls	10%
From 25 to 52 calls	25%
From 53 to 100 calls	30%
Over 100 calls	40%

ii) Vessels operating in short sea shipping services, from the 24<sup>th</sup> call carried out within the 365 days preceding the call at issue, can benefit from a 10% reduction, non-cumulative with others, upon previous request to APSS, SA.

**D. Consolidation of port traffic**

i) Vessels operating a national coasting service, can benefit from a 10% reduction, not cumulative with others, upon previous request to APSS, SA.

ii) Cargo and Passenger Vessels, which maintain their name and do not fit in any other services, from the 6<sup>th</sup> call carried out within the 365 days preceding the last call, can benefit from the following reductions, when previously requested:

Number of Calls	Reduction
From 6 to 24 calls	10%
From 25 to 52 calls	20%
Over 52 calls	25%

These discounts will be summed throughout the year and a credit note will be issued by APSS, SA by the end of the year.

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**E. Strategic Interest**

Regular liner services, with a gross tonnage equal or over 20.000 GT, with a minimum of direct calls to the Port of Setubal on each year, if APSS, SA recognizes, upon annual request, as having a strategic or priority value for the port, bringing new cargoes or passengers and importance for the regional or national economy, may benefit from a reduction up to 40%, non-cumulative with other reductions except for the environmental practices one:

- a) Container (long-course) vessels with a minimum of 20 calls;
- b) Passenger vessels with a minimum of 6 calls;
- c) Roll-on roll-off vessels with a minimum of 40 calls.

**Article 11 - Passenger Tariffs**

1. For the use of port facilities is due by embarking or disembarking passengers € 3,4116 per person.
2. For the use of port facilities is due by passengers in transit € 2,2744 per person.
3. Local and river traffic of passengers are exempt from the former numbers of this article.

**Article 11 A - Carbon tax on sea travel**

1. In compliance with Ordinance no. 38/2021, of 02/16, amended by Rectification Declaration no. 8/2021, of 02/25, for the mooring of passenger ships powered by fossil energy, for fuelling, repair, embarkation or disembarkation of passengers, a carbon tax of € 2,000 per passenger, in transit, disembarkation or embarkation, is charged by the shipowners of passenger ships or their legal representatives.
2. The following are exempt from this fee, as referred to in article 5 of Ordinance no. 38/2021, of 02/16:
  - a) Children under the age of 2 years of age;
  - b) Passenger ships entering the port exclusively to change crew or disembark the sick or deceased, for the time strictly necessary for that purpose;
  - c) Passenger ships that arrive at the port to disembark castaways, crew members or passengers in danger of life or who need to be rescued, not carrying out another service operation;
  - d) ro-ro passenger ships;

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- e) River transport of passengers.
- f) Crew members.
- 3. Following paragraph 1, the passengers list must be delivered to APSS, SA, within 3 days after the stopover, under penalty of administrative offence proceedings and APSS, SA, issuing the invoice with reference to the vessel capacities as listed in the International Maritime Organization.
- 4. Passenger ships that carry out turnaround operations in national ports benefit from a 50% reduction in the fee.
- 5. The resulting income will be distributed as provided for in article 8 of Ordinance no. 38/2021, of 02/16, as follows:
  - a) 50% of the value for the Environmental Fund,
  - b) 25% of the value to the port authority;
  - c) 25% of the value for the municipality where the terminal is located.
- 6. For the purposes of this article, the following definitions apply:
  - a) passenger ship: a ship or vessel that transports more than 12 passengers, as defined in Decree-Law No. 93/2020, of 03/11, powered by fossil energy;
  - b) ro-ro passenger ship: a ship or vessel carrying more than 12 passengers and with ro-ro cargo holds or special category areas as defined in regulation II-2/A/2 of the International Convention for Safeguards of Human Life at Sea, 1974 (SOLAS Convention of 1974), in its current wording, as defined in Decree-Law No. 93/2020, of 03/11.

**Article 12 - Access of people and vehicles**

For individual access of people and vehicles to the port terminals under direct management of APSS, SA, is due an annual fee of € 6, plus the current VAT.

**CHAPTER III - PILOTAGE**

**Article 13 -Pilotage Tariffs**

- 1. The pilotage tariffs are due for services rendered to ships by components of the pilotage systems for vessels under manoeuvre, entering or leaving the port or in its surroundings, include its availability and the use, under the terms of the RST.
- 2. The pilotage service tariffs are the following:

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- a) Pilotage tariff for incoming and mooring or incoming and anchoring;
  - b) Pilotage service for anchoring up and mooring or anchoring up and outward;
  - c) Pilotage tariff for unmooring and anchoring or unmooring and outward;
  - d) Pilotage tariff for shifting or anchoring up and anchoring, inside or outside the port;
  - e) Pilotage tariff for trials, inside or outside the port;
  - f) Pilotage tariff for shifting alongside the quay or other mooring structures;
  - g) Pilotage tariffs when the pilot remains at the vessel's disposal.
3. It is considered a standing-by pilot service is whenever a pilot remains at the vessel's disposal for time periods exceeding the following:
- a) Two hours between the time for which the service was requested and the vessel's arrival to the river entrance (VTS report point);
  - b) Half an hour between the time for which the service was requested and its starting, whenever the vessel already finds itself at the limits of the pilotage boarding area or within the port area;
  - c) Three hours when the requested service exceeds this period.

**Article 14 – Service Request**

- 1. The pilotage services must be requested within a maximum of 24 hours and a minimum of two hours before.
- 2. The pilotage service request referred in the preceding number must be made under the manoeuvre request in JUPL.
- 3. The norms and conditions for cancellation and changing the pilotage service are determined on article 15, number 7.

**Article 15 - Pilotage tariffs value**

- 1. The pilotage tariff value is calculated per manoeuvre according to the following formula:

$T \text{ UP} \times \sqrt{GT}$ , in which:

T= Rate value in Euros;

UP = Pilotage unit value;

GT = Vessel gross tonnage.

- 2. For previous formula calculation purposes, the following is established:

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- a) The pilotage unit value (UP) is defined by the following conditions by type of service:

Tariffs	Euros
Shifting alongside the quay or other mooring structures	3,0707
Other services	8,4536

- b) For tankers carrying crude petroleum products and branches with segregated ballast tanks, pilotage charges are calculated based on reduced gross tonnage (GT).
3. When vessels do not have means of propulsion, the tariffs mentioned in the preceding section will be increased by 25%. The same applies when the pilot must assist in the regulation and compensation of magnetic compass during the pilotage service.
  4. The tariff for standing-by pilot service is € 68,1591per hour, increased by 25% of the pilotage service due referred on number 1 and 2 of the present article.
  5. Material and equipment associated with pilotage services will be used in accordance with the terms and conditions defined by APSS, SA.
  6. In the case of floating structures without certification, the pilotage tariff is calculated according to the formula: LOA x Beam x Draft.
  7. In the event of cancellation or changing of the service, under the terms of Article 26, paragraph 2 of the RST, a pilotage tariff will be charged according to the following percentages:
    - a) if the cancellation occurs within two hours prior to the time the service was requested, it has 70% reduction;
    - b) if the cancellation occurs within one hour after that for which the service was requested, it has 50% reduction;
    - c) If the cancellation occurs after the first hour after the one for which the service was requested, it is charged at 100%;
    - d) Cancellation, with pilot on-board, in which the manoeuvre is not initiated due to adverse meteorological conditions, has a reduction of 75%;
    - e) Changings exceeding 30 minutes, reported within the period of two hours prior to the time for which the service was requested, will be charged as standing-by pilot service and increased by 25%. For successive changes based on the same Maneuver Request the 25% aggravation will only be charged on the first change.

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- f) Service changes for more than three hours from that for which the service was requested, communicated within two hours before that for which the service was requested will be aggravated by 30%.
- g) Service changes for more than three hours from that for which the service was requested, communicated within one hour after that for which the service had been requested will be aggravated by 50%.
- h) Service changes for more than three hours from that for which the service was requested made after the first hour after that for which the service had been requested will be aggravated by 100%.

#### **Article 16 - Reductions**

1. The pilotage service dues shall benefit from the following reductions:

- a) A 30% reduction according to article 13, number 2, paragraphs a) to e), in the following cases:
  - i) To Portuguese navy ships and auxiliary ones, when requested;
  - ii) To vessels entering the port exclusively to take on fuel, supplies and water.
- b) For the rates under Article 13, number 2, paragraphs a), b) and c), vessels operating in regular liner services shall benefit from the following reductions, once achieved a minimum of six calls in the 365 days preceding the call at issue:

Number of Calls	Reduction
From 6 to 24 calls	10%
From 25 to 52 calls	15%
From 53 to 100 calls	20%
Over 100 calls	25%

- c) A 10% reduction for dues under Article 13, number 2, paragraphs a) and e), on vessels operating in national coasting service, non-cumulative with the previous one.

#### **Article 17 - Exemptions**

1. The following are exempt from pilotage services tariffs:

- a) Vessels entering the port to disembark shipwrecked persons, crew members or passengers whose lives are in danger or who need medical attention, provided no other operation is carried out.

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b) Vessels which are carrying out activities considered to be of public interest with special protection, when requested.

2. In the cases referred in article 9, number 4, reductions will not be applied on Pilotage Tariffs.

## CHAPTER IV - STORAGE

### Article 18 – Storage tariff

1. Storage tariff is due for services rendered to cargo, namely for the occupation of open and covered areas warehouses and deposits located in non-concession areas.
2. Cargoes remaining in wagons or in any other vehicles carrying them are subjected to legal storage dues corresponding to the occupied areas by such wagons or vehicles, during the period in which these remain within port premises.
3. For tariff application purposes, the time count begins on the day of the space occupation and ends on the day when it becomes free of cargoes or vehicles, considering the time to be continuous in the case of transference from one storage place to another.
4. Tariffs established in the following articles are applicable to the whole space occupied, and areas, volumes and minimum weights may be determined by APSS, SA, for invoicing purposes.

### Article 19 – Open and Covered Storage

1. For the open-air storage of cargoes in embankments, without prejudice of the subsequent numbers, the following rates are due, per 10 square metres and indivisible 24-hour period:

Time Periods	Euros /day
On the first 2 days	Free
From the 3rd to the 10th day	0,0874
From the 11th to the 30th day	0,5002
On the 31st day and the following ones	1,6255

2. For the covered storage of cargoes in warehouses, the following rates are due per square metre and indivisible 24-hour period:

Time Periods	Euros /day
On the first 8 days	0,2573
From the 9 th to the 20 th day	0,5070

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From the 21 <sup>th</sup> to the 29 <sup>th</sup> day	1,0620
On the 30 <sup>th</sup> day and the following ones	2,2778

3. For the storage of containers in embankments and terminals, the following rates are due per unit and indivisible 24-hour period:

Time Periods	Unit	Container up to 20'	Container over 20'
On the first 9 days	Euros /day	Free	Free
From the 10 <sup>th</sup> day and following days	Euros /day	0,4627	0,9255

4. For the storage of ro-ro cargoes in embankments and terminals, the following rates are due per light vehicle unit and indivisible 24-hour period:

Time Periods	Load €/day	Unload/Tranship. €/day
On the first 2 days	Free	Free
From the 3 <sup>rd</sup> to the 5 <sup>th</sup> day	0,2592	0,4627
From the 6 <sup>th</sup> to the 10 <sup>th</sup> day	0,4301	0,7682
From the 11 <sup>th</sup> to the 30 <sup>th</sup> day	1,2290	1,5362
On the 31 <sup>th</sup> day and following days	3,6869	9,2172

5. For non-light vehicles the previous number 4 table values are applied multiplied by factor 2.
6. APSS, SA, may reserve covered or open storage areas under special conditions to be defined, at a rate per cubic metre or per square metre, according to the category of cargo, the type of space and the time of storage.

## CHAPTER V- EQUIPMENT USE

### Article 20 - Equipment Use Tariff

- The equipment use tariff is due for services rendered to manoeuvres and sea transport, cargo and vessels handling equipment, containers handling in specialized terminals and other support equipment for handling of vessels, cargoes, vessels and passengers in the port.
- For tariff application purposes, the time count for the equipment use starts as soon as the equipment is at the requester disposal and ends with the conclusion of the period for which it was requested or used, if posterior.

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3. The equipment use time, calculated according to the previous clause, includes time spent on the displacement of the mobile equipment from its parking place to the rendered service and vice-versa.
4. The equipment dues include the use of the necessary personnel for its functioning.
5. The minimum charging periods for the use of vertical lifting equipment are as follows:
  - a) On working days – 1 hour
  - b) On Saturdays – 2 hours
  - c) On Sundays and Holidays – 8 hours
6. The time count for the equipment use is from 8h00 till 17h00, except in the case of emergency or under previous arrangement.
7. The time count for the equipment use will be interrupted in the case of due to damage or energy breakdown.

**Article 21 - Maritime Manoeuvring and Transport Equipment**

For the use of maritime manoeuvring and transport equipment, as well as the installations and structures associated, the following tariffs are due per unit and indivisible periods of time, by type of equipment:

Equipment Type	Unit	Euros
Large semi-rigid auxiliary boat	Hour	186,6154
Small semi-rigid auxiliary boat	Hour	88,7754
Rigid auxiliary boat	Hour	69,1695
Auxiliary service boat	Hour	276,6405

**Article 22 – Land Manoeuvring and Transport Equipment**

1. For the use of manoeuvring and transport equipment and associated installations and structures, the following tariffs are due per unit and indivisible periods of time, according to the type of equipment:

Equipment Type	Unit	Euros
Dump Trailer	Hour	22,2564
Trailer tank	Hour	25,8639
Forklift of 4 tons lifting capacity	Hour	35,7031
Light passenger vehicles	Hour	20,7811

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Light cargo vehicles (3.500 Kg)	Hour	22,2564
4x4 Mixed Light vehicles	Hour	25,7058
Tools and materials		
Sling board	Day	11,1283
Gangway	Day	37,1104
Fixed crane up to 4.000 Kg	Manoeuvre with user straps	54,0143
Hauling Car	Lift/Descend	108,0286
Car	Day	27,0072

2. If the equipment is placed at the requester's disposal without its request having been cancelled or changed on time, the allocation of the personnel use for its operation shall be charged under the terms of article 26.

#### Article 23 - Pollution control and Safety Equipment

1. For the use of pollution control equipment, fire-fighting equipment and environment preservation equipment, tariffs are due per unit and indivisible time periods, according to the type of equipment, as follows:

Equipment Type	Unit	Euros
Small oleophilic rope skimmer	Hour	44,6977
Large oleophilic rope skimmer	Hour	77,7566
Weir skimmer	Hour	62,1970
Vacuum skimmer	Hour	54,4100
Large floating boom	Metre/day	13,6062
Medium floating boom	Metre/day	11,6665
Small floating boom	Metre/day	9,3192
Absorbent booms	Linear metre	38,8644
Absorbent covers	Linear metre	20,8375
Absorbent floating boom	Per unit	7,7730
Medium capacity transfer pump	Hour	54,4100
Tanks up to 10m <sup>3</sup>	Hour	23,3185
Tanks up to 35 m <sup>3</sup>	Hour	31,0915
Floating tank	Hour	233,1851
Large boat for pollution control and firefighting	Hour	621,7992
Small auxiliary rigid boat for pollution control	Hour	138,3390
Large semi-rigid auxiliary boat for pollution control	Hour	373,2304

Small semi-rigid auxiliary boat for pollution control	Hour	179,5509
Firefighting pump	Hour	260,0319
Submersible electrical pump (ATEX)	Hour	102,8232
Electrical driven air compressor	Hour	30,8469
Portable gas analyser (CH4, H2S, CO, O2)	Hour	123,3878
High pressure cleaning machine	Hour	30,8469

2. The rates established in the table in the preceding section do not include the use of personnel or other means necessary to place equipment in service, its operation and collection or the costs incurred in cleaning after use. Such costs will be charged according to the equipment use and supply of personnel tariffs.
3. The invoice values for the use of pollution control and safety equipment, and for subsequent cleaning or repairing, rendered to a service provider, shall be surcharged by 20%.
4. Whenever the equipment is placed at disposal on pollution control s and firefighting operations or at logistical support areas ready for intervention in case of need, the values referred on table of paragraph 1 of the present article shall be charged by 50%, for the period for which they are in the aforementioned situation.
5. The time counting for the pollution control and safety equipment use shall be interrupted in the case of failure or other causes considered unrelated to the requester considered by APSS, SA, as preventing the equipment from working.

## **CHAPTER VI - SUPPLIES**

### **Article 24 - Supplies Tariff**

Supplies tariff are due for the use of personnel and consumables, including services inherent to each item of supply provided to the port users.

### **Article 25 - Technical safety inspection**

For the execution of a technical safety inspection the value of 108,0286 € will be surcharged to the cost of using a technician under the terms of the table on article 26.

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**Article 26 –Personnel supply**

1. For the personnel supply, including the displacement time to the place of service rendering, the rendering of the same and the return to the base, the following rates are due, per worker and indivisible hour:

Professional Group	Category	Cost Man/hour (Euros)
Managers and supervisors		47,8405
Group 1	Assessor, Superior Technician and Senior Merchant Marine Officer	45,7798
Group 2	Technician and Junior Merchant Marine Officer	39,6454
Group 4	Port Supply and Works Surveillance Technician, Computer Operator	36,5959
Group 5A	Operations Agent, Electrician, Mechanic, Plumber, Carpenter, Mason or Bricklayer, Painter, Metalworker, Clerical Staff	33,5460
Group 5B	Assistant Pier Operator, Offset and Photocopy Operator, Able Seaman	30,4890
Group 6	Telephone Receptionist and Cleaning Auxiliary	27,4469

2. The amounts to be invoiced for the personnel supply will be:
- On working days – a minimum of 4 hours;
  - Saturdays, Sundays, and holidays – a minimum of 8 hours.
3. In cases where the personnel supply results from the occurrence of incidents/accidents with consequent property damage to APSS and considering the extent thereof, the minimum mentioned in paragraph 2. a) may not be applied, alternatively the payment per man hour shown in the table included in no. 1 of this article, may be applicable plus a single administrative fee of €40.0000.
4. The amounts to be invoiced for the personnel supply for assistance to ships are the following (excluding the 1st and/or 2nd shift on working days):
- Meal periods;
  - Overtime for the completion of ship related operations will be for the period requested;
  - On Saturdays, Sundays and holidays the minimum chargeable period will be the duration of one shift.

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- The invoice values for the use of personnel to combat hydrocarbons spills and other hazardous substances will be those referred to in the table included in paragraph 1 of the present article aggravated by 15% or, for the amount invoiced by the service provider aggravated by 20%.

**Article 27 - Supply of Electric Energy and Water**

The tariffs applied for these supplies will be established by APSS Service Order.

**Article 28 - Waste management tariff**

- The waste management tariff is due either by ship-owners or their legal representatives and includes an indirect fee, regardless the waste disposal, and a direct fee for the effective provision of the service, when applicable.
- The indirect fee corresponds to the vessel's contribution, required by Directive (EU) 2019/883 of the European Parliament and Council of November 27, for the recovery of 30% of the cost of port reception facilities, transposed into national law through the Decree-Law no. 102/2020 of December 9, including administrative costs, treatment and disposal costs, regardless of its effective use.
- The indirect fee is applied to all vessels entering the port area and it is calculated per unit of gross tonnage (GT), corresponding to € 0,0085/GT., with a minimum of 200 € per stopover.
- The fee referred in the previous number was included in the Port Use Tariff on Vessels, under the terms of article 9, clause 1 of the present regulation, on the first 24-hour period, benefiting from the respective regime of reductions and exemptions.

**Article 29 - Waste Collection and Removal**

- For the provision of the waste collection service, transport and disposal in an appropriate place of waste from Annex V of the MARPOL Convention, with the exception of cargo residues or those associated with cargo, the direct fees provided for in a specific Service Order are applied. If the volume of this type of waste delivered does not exceed the maximum storage capacity on board the ships covered by the indirect fee and the delivery is carried out separately and sorted, no direct fees are due.
- In case of withdrawal or reduction of the service, not communicated at least 12 hours in advance of the scheduled time for its execution, 30% of the estimated value of the direct fees for the requested service is due, in order to cover the costs of mobilization of means and equipment.

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3. In the absence or inapplicability of what is referred in paragraph 1, the service will be carried out by a service provider to the port authority and to the corresponding invoice will be charged with an additional 20%.
4. The waste collection of other residues may be rendered companies licensed by the port authority with a corresponding tariff, which is published on the APSS, SA website.

### **Article 30 - Implementation**

This regulation replaces the previous one and shall enter into force on January 1st, 2022.

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