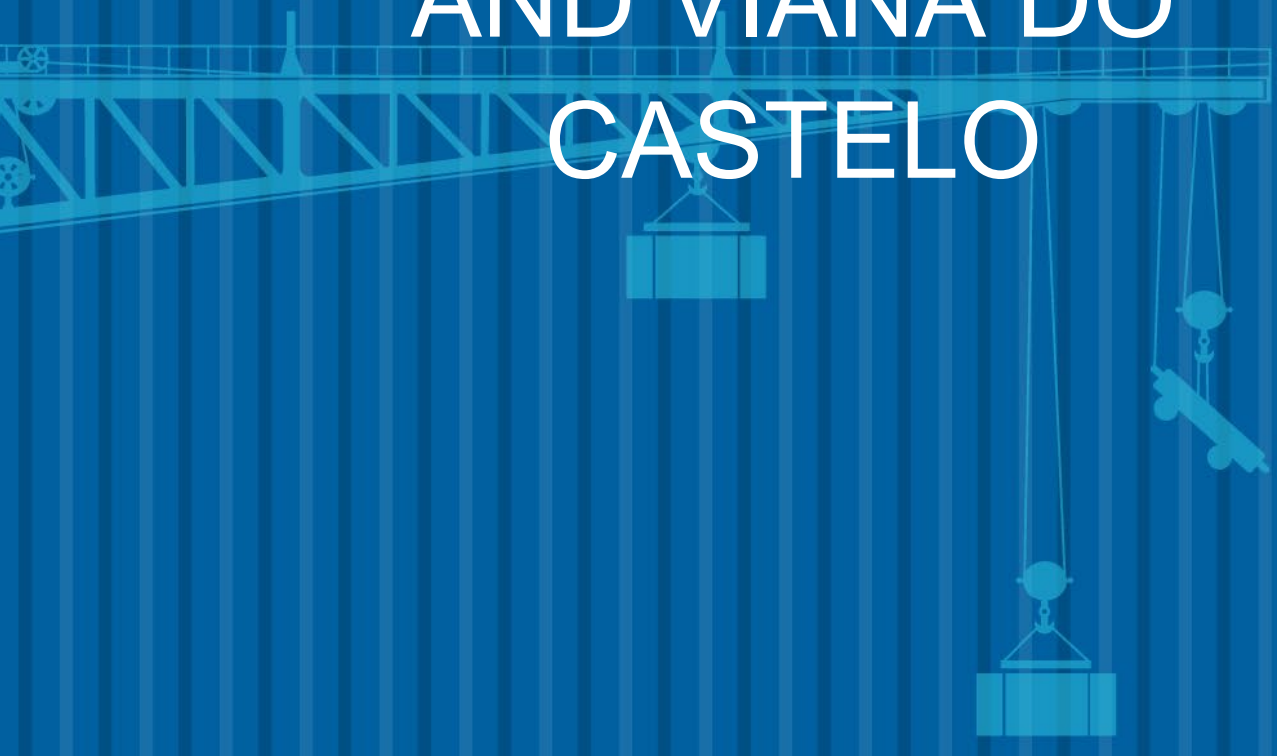
APDL
ADMINISTRAÇÃO DOS PORTOS
DOURO • LEIXÕES • VIANA

— W W W . A P D L . P T —

TARIFF REGULATIONS 2027

PORTS OF LEIXÕES AND VIANA DO CASTELO



APDL - ADMINISTRAÇÃO DOS PORTOS DO DOURO, LEIXÕES
E VIANA DO CASTELO, S.A.

GENERAL STIPULATIONS

Article 1

Scope of application

APDL - Administração dos Portos do Douro, Leixões e Viana do Castelo, SA (Port Authority of Douro, Leixões and Viana do Castelo) henceforth referred to as APDL, SA, will charge the fees provided for in this Regulation, for the use of their facilities and equipment and for the supply of goods and economic operation services at the ports of Leixões and Viana do Castelo, as well as in the Douro River estuary from 200 meters upstream Luís I Bridge to its mouth.

VAT (Value Added Tax) will be added to these sums according Portuguese legislation.

Article 2

APDL, SA Jurisdiction

Without affecting the situations outlined in these Regulations or in the Portuguese Mainland Ports Tariff System (henceforth referred to as RST) or even in special legislation, the Board of Directors of APDL, SA will decide on:

a) Resolution of cases not outlined;
b) Provision of services through prior adjustment;
c) Services carried out outside the port zone;
d) Services provided in salvage operations, assistance to vessels in danger, fire on board and other incidents of this nature;
e) Demand for advanced payment of tariffs or prior guarantee of their payment.

Article 3

Use of Staff

1. Unless expressly otherwise stipulated, the tariffs will always include the cost of use of staff indispensable for the execution of the service assigned to it by the Port Authority.

2. When staff is used beyond that stipulated in the previous number, a staff tariff will be applied as outlined in these Regulations.

Article 4

Units of measurement

1. The applicable units of measurement are:

   a) Quantity: cargo unit;
   b) Bulk: metric tonne;
   c) Volume: cubic metre;
   d) Area: square metre;
   e) Length: linear metre;
   f) Time: hour, day, month and year;
   g) Dimension of ships or vessels: gross tonnage (GT).

2. For the purpose of fees application, the gross tonnage (GT), the overall length and the registered breadth of vessels and ships are those outlined in the Gross Tonnage Certification, issued in accordance with the International 1969 Convention on Ship Tonnage or, if unavailable, in accordance with "Lloyd`s Register of Shipping" or "Det Norske Veritas-Register Book" to be used successively.

3. Units of measurement established for the application of these Regulations cannot be divided and it is rounded up, unless otherwise stipulated
4. Direct measurements made by the port authority or entities recognised by it will prevail over those declared.

Article 5

Request for Services

1. Provision of services will be preceded by a request to be carried out as set out in the Port Operation Regulations of each port, namely in the port information system. The requesting parties are responsible for the payment of the respective fees.

2. Norms and time limits for the request, alteration and cancellation of services and possible penalties will be fixed by APDL, SA.

Article 6

Charging of fees

1. Fees will be charged immediately after the provision of services, unless another procedure has been determined by APDL, SA.

2. Charging of fees may be confided to other entities, under conditions to be fixed by APDL, SA.

3. Fees may also be charged through third parties in substitution of ratepayers, under the legal terms.

4. APDL, SA, whenever it deems convenient, in order to safeguard the interests of the port authority, may demand the advanced payment of tariffs, or that they are assured through deposits or a bank guarantee, for the payment of any sums that may be owed resulting from the application of tariffs.

Article 7

Invoice complaints

1. Complaints concerning the sum of an invoice, if 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 the event of forced payment, a minimum sum to be fixed by APDL, SA will be added to the invoice amount to cover the litigation fees of the process.

CHAPTER I
PORT USE

Article 8

Tariff for port use

1. The tariff for port use, henceforth referred to as TUP, is charged for the availability and use of systems with regard to the entrance, anchorage and clearance of ships, for ship operations, cargoes and passengers, for safety and environment preservation, under the terms of the RST.

2. The port usage fee for ships, hereinafter referred to as TUP-Ship, applies to all ships and vessels entering the port, excluding the exemptions provided for in Article 10.

Article 9

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

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

Type of vessel or ship	First 24 hour period	Following 24 hour period
	Euros	Euros
Tankers	0,2565	0,0514
Container Vessels	0,2335	0,0488
Roll-on / Roll-off Vessels	0,1791	0,0327
Passenger Vessels	0,1185	0,0339
Bulk Carriers	0,2507	0,0541
Others Vessels or Ships	0,2241	0,0483
Vessels or Ships under repair in specialized quays or shipyards	0,0504	0,0504
Ships or vessels under construction floating in shipyard	0,0403	0,0403

2. The TUP-Ship applicable to tankers used to transport crude oil and petroleum products with segregated ballast tanks will be calculated according to the reduced gross tonnage.

3. The TUP-Ship applicable to fluvial, local or coastal, recreation and maritime-tourism activity vessels, when not paid in advance, it will be charged as in No. 1 – Other Vessels or Ships.

4. For the purposes of the tariff application for port-ship use, the counting of time begins and ends respectively when the ship enters and clears the port.

Article 10

Exemptions and Reductions

1. The following vessels or ships are exempt from paying fees for using the port:

a) Hospital ships;
b) Portuguese and foreign navy ships, provided that they are on an official visit, or dock in the pavilion of a country that grants equal treatment to ships of the Portuguese navy;
c) Vessels on a scientific, cultural or other beneficial mission of an international character, when requested;
d) Vessels that enter into the port exclusively to change crew or disembark the ill or the dead, during the time strictly necessary;
e) Tugboats and floating equipment serving the port;
f) Local traffic vessels, as well as coastal fishing vessels, with a GT equal to or less than 5 GT.

2. The tariff for port use applicable to the ship will benefit of reductions in the following conditions:

a) 3% reduction, translated into a Green Award, for tankers of 20,000 DWT or more, which transport crude oil and/or refined petroleum, that are holders of the Green Award Bureau Rotterdam Certificate and comply with the respective requirements;
b) The respective percentage reductions listed below for ships that have complied with the regular line service conditions or the continental coastal service:

From 1 to 5 calls	0,00%
From 6 to 15 calls	15,00%
From 16 to 25 calls	25,00%
From 26 to 35 calls	35,00%
More than 36 escalas	45,00%

Up to the 35th scale, retroactivity will be granted from the first scale. From the 36th scale the reduction granted will no longer have retroactive effects.

c) 20% reduction for vessels that enter the port exclusively to obtain supplies of provisions, water, fuel, lubricants and spare parts for its own use;

d) The respective percentage reductions listed below for continental coastal service ships of solid or liquid bulk, that keep the name and since the first call as soon as they have made a minimum of six calls at the port per calendar year:
- until the 11st call and since the 1st: 2,5%
- from the 12th to the 17th call: 10%
- above 17th call: 22,5%.

e) Cruise Operators (companies) calling at the ports of Leixões or Viana do Castelo on cruise voyages will benefit from the following reductions:
- Up to 5 calls: 0%
- Between 6 and 10 calls: 7%
- Between 11 and 20 calls: 10%
- More than 20 calls: 15%

The number of calls is cumulative from January 1 to December 31 of each year per operator, resetting to zero the following year.

f) Passenger's ships calling the ports of Leixões or Viana do Castelo as turnaround ports for embark or disembark have a discount of 20%. The turnaround is considered the operation of rotating a passenger ship that involves the disembarkation and embarkation of more than 90% of the passengers.

g) Ships with a valid score on the Environmental Ship Index (ESI) exceeding 80 benefit from a 10% reduction.

h) Ships calling at the shipyard of the port of Viana do Castelo, whose intervention is intended exclusively for energy transition from its propulsion system to alternative fuels compatible with the EU and QAN ("Quadro de Ação Nacional") environmental rules and provisions, benefit from a discount to be given according to the time the ship is in intervention outside the dry dock, as follows:
- less than 60 days - 10%;
- greater than 60 days and less than 120 days - 20%;
- more than 120 days - 30%.

The request must be submitted to the Port Authority through a duly substantiated application.

CHAPTER II
PILOTAGE

Article 11
Pilotage Tariff

1. The pilotage tariff is charged for the services provided to the ship, by the components of the pilotage system of ships in operations, at the entrance, clearance and inside the port or in the surrounding area, including its availability and use, under the terms of the RST.

2. The permanence of the pilot at the vessel's order is considered as pilotage service at the vessel's order, during the periods of time that exceed:

- **a)** Three hours at the Port of Leixões;
- **b)** One hour and a half at the Port of Viana do Castelo.

3. The pilotage service fees are as follows:

- **a)** Pilotage fee for entrance or tie-up to the mooring-buoy;
- **b)** Pilotage fee for clearance or let-go of the mooring-buoy;
- **c)** Pilotage fee for the shifting service, or anchoring and lifting, inside or outside the port, or mooring reinforcement;
- **d)** Pilotage fee for tests services, needles adjustment or compensation, inside or outside the port;
- **e)** Pilotage fee for moving alongside the quay or other mooring structures;
- **f)** Pilotage service fee at vessels´ orders.

Article 12
Pilotage fees

1. The value of the pilotage fees is calculated per manoeuvre according to the following formula:

$T = Cn \times UP \times \sqrt{GT}$, where:

T= Fee in euros;

Cn = Specific coefficient for each type of service to be carried out;

UP = Value of pilotage unit;

GT = Gross tonnage of the vessel.

2. For the purposes of the application of the formula in the previous number the following is established:

a) The coefficients (Cn) to be applied in the Ports of Douro, Leixões and Viana do Castelo are those outlined in the following table:

Ports	Entrance or clearance service	Service for shifting, or for anchoring and lifting or for tests	Service for moving alongside the quay or other mooring structures
Douro	1,2	1,2	0,4
Leixões	1,1	1,1	0,4
Viana do Castelo	1,1	1,1	0,4

b) The pilotage unit (UP) is € 9,0600;

c) For warships the value of the GT is replaced by the value of maximum displacement tonnage;

d) For tankers transporting crude oil and petroleum products with segregated ballast tanks, the pilotage fee is calculated in accordance with the reduced gross tonnage (GT).

3. When vessels are not self-propelled, the pilotage fees outlined in the previous numbers may increase in 35%.

4. The pilotage service fee at the vessel's orders is 25% of the service value, per non-divisible hour.

Article 13

Reductions

The pilotage fees will be reduced under the following conditions:

a) 50% reduction of the fees outlined in lines a) to e) of no. 3 of article 11 for ships belonging to the domestic navy and auxiliary navy units, when requesting the service;

b) 15% reduction of the fees outlined in lines a) and b) of no. 3 of article 11 for vessels registered for coastal traffic or classified as a regular line service or national coastal service;

c) For ships that comply with the regular line service conditions, the reduction mentioned on the previous line will be applied since the first call and as soon as they have made a minimum of six calls at the port per calendar year.

Article 14

Exemptions

The following are exempt from paying pilotage fees:

a) Vessels outlined in article 8 of Decree-Law no. 48/2002, of 2 of March, provided that they do not use the pilotage service;

b) Vessels that call into the port to disembark salvaged castaways, crew or passengers in life-threatening situations or who need to be rescued, not carrying out any other operation;

c) Vessels that belong to entities of public interest and worthy of special protection.

CHAPTER III
TOWAGE

Article 15

Towage Tariff

1. The towage tariff is payable for services provided at the ports of Leixões and Viana do Castelo to vessels and ships in manoeuvres that enter and moor or anchor; let-go or lift and clear; shifts; tests; anchor or lift; and move alongside the quay and other mooring structures.

2. At the Port of Viana do Castelo, the tariff is charged according to the rates established by the licensed towing company providing this service.

3. The towage service in ports is provided by APDL under the following terms:

a) The towage tariff is charged per tugboat in accordance with the time and per class of gross tonnage (GT) in line with the following table:

Gross tonnage (GT) of the vessel or ship	(euros/tugboat/hour)
Less than 4 999	621,7122
From 5 000 to 9 999	771,2953
From 10 000 to 19 999	1350,1584
From 20 000 to 39 999	1540,8821
More than 40 000	1849,0633

b) Fees outlined in paragraph a) will be reduced by 40% for the "tugboat in stand by".

c) The towage tariff applicable to tankers used to transport crude oil and petroleum products with segregated ballast tanks will be calculated according to the reduced gross tonnage.

d) The services that exceed two hours will be charged for half hourly periods non-divisible, by applying 50 per cent of the rates set out in point (a).

e) The time count begins when the tugboat departs from its berthing place and ends upon its arrival back at that place, except where the tugboat is dispatched to carry out more than one service, in which case the start of a service is the moment the previous one ends, provided that this does not result in any loss to the client. The time count is suspended in the event of a breakdown, lack of fuel or other causes which, in the opinion of the port authority, prevent the equipment from operating.

f) When vessels do not have their own propulsion, the hourly rates in paragraph a) will be increased by 35%.

4. The definition of manoeuvres, the number of tugboats to be used and the conditions of use are subject to specific regulations at the ports under the jurisdiction of APDL.

CHAPTER IV
MOORING AND UNMOORING

Article 16

Mooring and Unmooring Tariff

1. The mooring and unmooring tariff is payable for the services provided to the ship by the components of the system with regard to the ships operation, namely mooring and unmooring, including its availability and use.

2. The services foreseen in this tariff are as follows:

a) Mooring and unmooring service;

b) Service for moving alongside the quay.

3. The mooring and unmooring tariff is established for each type of service in accordance with the gross tonnage (GT) and per operation / manoeuvre in line with the following table:

Gross tonnage (GT) of the vessel or ship	Mooring and unmooring moving alongside the quay (euros/manoeuvre)
Less than 1 000	142,3563
From 1 000 to 4 999	221,4186
From 5 000 to 9 999	249,8987
From 10 000 to 19 999	340,4224
From 20 000 to 39 999	371,3851
More than 40 000	464,2258

4. The mooring and unmooring tariff applicable to tankers used to transport crude oil and petroleum products with segregated ballast tanks will be calculated according to the reduced gross tonnage.

CHAPTER V
PASSENGER TRAFFIC

Article 17
Passenger Traffic Tariff

1. The passenger traffic fee is payable for services provided to passengers during cruise ship calls, for the components of the systems specifically allocated to those services, including their availability and use.

2. The passenger traffic fee is charged per passenger and is calculated as follows:
a) Boarding or disembarking passengers: €4,1434 per passenger;
b) Transit passengers: €4,1434 per passenger.

3. The fees referred to in the previous number do not exempt the payment of the other fees due to APDL, SA, under the terms of this tariff regulation, or to other entities, in accordance with the Regulation of the Tariff System of Ports of the Continent, approved by Decree-Law no. 273/2000, of November 9, and amended by Decree-Law no. 129/2010, of December 7.

4. In addition to the fee charged under paragraph 2, there shall be a passenger and baggage screening fee applicable to all passengers, payable for passenger and baggage security screening, in the amount of € 2,2657 per passenger.

5. In addition to the fees to be charged under the terms of the preceding paragraphs, a fee shall be charged for the provision of services at the Cruise Terminal and Passenger Station during overtime hours, applicable to stopovers using these facilities between midnight and 5 a.m., in the amount of € 630,35 per period from 00:00 to 05:00 and per vessel.

6. For the baggage handling and management service, including loading and unloading, when requested, a fee of € 9,4132 per passenger is payable, except if the passenger is in transit.

Article 17-A

Carbon Tax on Maritime Travel

1. As a result of the entry into force of Ordinance No. 38/2021, of February 16, a carbon tax is applied to passenger ships that dock at the terminals located at the ports of Leixões and Viana do Castelo, as defined in the terms of Decree-Law No. 93/2020, of November 3rd.

2. The carbon tax referred to in the preceding paragraph results from the application of a rate equal to that defined in Article 4 of Ordinance No. 38/2021, of February 16, being calculated as follows:

   - passengers in transit, disembarking or embarking: €2.00 per passenger;

3. The carbon tax is due at the time of the docking of fossil-powered passenger ships, for the supply, repair, embarkation or disembarkation of passengers, excluding the exemptions and reductions provided for in Article 5 of Ordinance No. 38/2021, of February 16;

4. For the purposes of the preceding paragraph, the movement of passengers must be provided by the shipowners of the passenger ships or by the respective legal representatives to APDL, within 3 (three) days after the stopover of the passenger ship, under penalty of, without prejudice to administrative proceedings, APDL invoicing with reference to the capacities of the respective vessel as stated in the register of the International Maritime Organization.

5. Ordinance No. 110/2022 of March 10th established that the revenue resulting from the application of the carbon tax will be distributed as follows:

   b) 75% of the amount to the port authority.

   c) 25% of the amount for the municipality where the terminal is located.

CHAPTER VI
STORAGE

Article 18
Storage Tariff

1. The storage tariff, applicable in the non-concessionary areas, and payable for the services provided for cargo, namely the occupation of uncovered spaces and deposits.

2. The cargoes that remain deposited in wagons or in any other vehicles that transport them are subject to the storage tariff regulation corresponding to the area occupied by the wagons or vehicles, during the period in which they remain within the port premises.

3. For the purposes of this tariff application, 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, considering the time to be continuous in the event of the transfer of the storage place.

4. The fees established in the following articles fall upon the total space occupied. APDL, SA can fix minimum areas, volumes and weights for the purposes of invoicing.

5. The storage in the Roll-on/Roll-off Terminal does not apply in the following numbers, due to its temporary nature, which will be object of specific norms.

Article 19
Storage fees

1. Storage of cargoes, without affecting that stipulated in the following numbers, are payable per square metre and non-divisible day, at the following rates:

Time Periods	Uncovered Euros/day	Covered Euros/day
First 7 days	Free	0,0494
From the 8th to the 18th day	0,0494	0,2139
From the 19th to the 20th day	0,2139	0,8547

2. The permanence of storage commodities over the maximum normal limit of 20 days requires prior authorisation from the Port Operations and Security Direction. When expressly authorised, it will be charged a fee of € 0,8547.

3. For container storage on embankments, the following fees are payable, per unit and non-divisible day:

Ports of Leixões and Viana do Castelo	
Periods of time	Euros/TEU/day
First 8 days	Free
From the 9th to the 15th day	1,7094
From the 16th day and beyond	2,9753

4. APDL, SA can reserve covered and 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 storage time.

CHAPTER VI
USE OF EQUIPMENT

Article 20

Tariff for use of equipment

1. The tariff for use of equipment is due for the services provided to the cargo or ship, for the use of maritime manoeuvring and maritime transport, land manoeuvring and land transport, and other support equipment for the traffic of ships, cargoes 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 number, 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 considered by APDL, SA as hindering for the equipment to work.

5. In cases where the equipment is invoiced per tonne handled with minimum outputs per hour, the calculation of the hourly output will consider the stipulated in the previous number.

6. Rules and the request and use conditions of equipment at the Port of Viana do Castelo are set in the Operation Regulation.

Article 21

Maritime manoeuvring and transport equipment

The use of the maritime manoeuvre and transport equipment are charged per unit and non-divisible time period, in accordance with the type, at the rates outlined in the following table:

Type of Equipment	Unit	Euros
Tugboats	Hour	777,4706
Pilot Launches	Hour	373,8000
Rigid Auxiliary Launches	Hour	104,3675
Semi-Rigid Auxiliary Launches	Hour	86,3930
Removable Fenders	Day	88,6348

Article 22

Land manoeuvring and transport equipment

The use of the land manoeuvre and transport equipment is charged per unit and non-divisible time period, in accordance with the type, at the following rates:

a) Cranes - Fees charged per non-divisible hour:

Type of Equipment	Unit	Euros with Operator (1)	Euros without Operator (2)	Leixões	Viana
Rail-Mounted Electric Cranes					
- Up to 12 tons capacity	Hour	82,0942	47,5403		x
- Up to 12 tons capacity with spoon (Including power consumption)	Hour	91,5815	56,6664		x
Mobile Cranes					
- Up to 5 tons capacity	Hour	60,6626	-	x	
- Up to 45 tons lifting capacity	Hour	91,5326	-		x

(1) The use of this equipment includes the APDL equipment operator.

(2) The use of this equipment excludes the APDL equipment operator.

b) Other land equipment:

Type of Equipment	Unit	Euros	Leixões	Viana
- Forklift up to 3 tonnes capacity	Hour	28,7079		x
- Forklift up to 6 tonnes capacity	Hour	48,5177	x	
- Farm type tractor	Hour	51,3185	x	
- Shovel excavators	Hour	87,5724	x	
- Land Gangway	Day	73,0476	x	
- Gangway (air bridge)	Day	226,5700	x	
-Lift platform	Hour	53,2893		x

The use of this equipment includes the APDL equipment operator.

Article 23

Pollution combat and nature preservation equipment

1. The pollution combat and nature preservation equipment are charged, per unit and non-divisible time period, according to the type, at the fees outlined in the following table:

Type of Equipment	Unit	Euros
'Praia da Memória' barge	Hour	425,5490
'Praia do Molhe' Combat pollution vessel	Hour	272,1094
Oleophilic restorers	Hour	119,1598
Small gravimetric restorers (<= 10 m3 / h)	Hour	25,7022
Medium gravimetric restorers (> 10 m3 / h <= 50 m3 / h)	Hour	34,2715
Large gravimetric restorers (> 50 m3 / h)	Hour	109,2463
Gravimetric restorer (60 m3/h)	Hour	142,5671
Oil containment booms	Meter/Day	17,0301
Oil recovery pumps	Hour	93,6148
Small temporary storage tanks (5m3)	Hour	42,5583
Large temporary storage tanks (30m3)	Hour	59,5717
Small floating temporary storage tanks (<10m3)	Hour	255,3326
Medium floating temporary storage tanks (>10m3<30m3)	Hour	340,4324
Self-propelled motor pump 300 m3/h	Hour	306,3893
Motor pump 450 m3/h	Hour	306,3893
Motor pump submersible 400 m3/h	Hour	306,3893
Flocculation machine	Day	299,9024

2. Tariffs do not include the costs of the equipment cleaning after use. It will be debited in accordance with the supply of staff or the sum invoiced by the service provider, plus 20%.

Article 24

Containers

1. By the use of equipment in the handling of containers at the Port of Viana do Castelo, fees are charged for loading, unloading and shifting.

2. For the loading and unloading of containers it is charged the fees outlined in the table below, by unit handled and regardless the size of the container, which covers all or part of the following operations:

a) Loading of Containers:

- Transport vehicle unloading, reception and placement in park;
- Cargo on the vehicle when loading;
- Loading of container on ship from the vehicle of transport.

b) Unloading of Containers:

- Unloading of container from the ship directly to the vehicle of transport;

- Unloading of the vehicle in the park and parking;
- Cargo on the vehicle when handling.

TYPE OF SERVICE	EUROS
- Loading / unloading of full containers	41,9872
- Loading / unloading of empty containers	33,5965

3. When the handling of containers implies operations not outlined above, the following fees are charged, per unit handled and by full or empty containers:

TYPE OF SERVICE	EUROS
- Change of position on board	16,7982
- Disembark and embarking again (coming onshore)	25,1890
- Disembark and embarking again, with ship's own means	12,5947
- Handling onshore, with forklift	25,1890
- Additional transport at the park or between parks, with forklift	12,5947
- Additional operations of loading or unloading, with forklift	8,3908

Article 25

Bascules

1. For the use of bascules at the Port of Leixões and at the Port of Viana it is charged a € 3,0081 fee per weighing.

CHAPTER VIII
SUPPLIES

Article 26
Supply Tariff

1. 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.

2. Tariffs for water supply and electricity will be annually fixed by the Port Authority according to the rates charged by its suppliers.

3. For each type of supply fees are payable in accordance with the nature and quantity of the goods supplied, namely:

3.1 Supply of operational staff not included in the tariffs – Fees of € 34,0431 per person and per non-divisible hour.

3.2 Supply of technical staff and senior management not included in the tariffs – Fees of € 53,5669 per person and per non-divisible hour.

3.3 Supply of environment cleaning products:

a) Foam (FP or synthetic) – € 8,2023 per litter;

b) Foam (AFFF or for polar solvents) – € 20,4981 per litter;

c) Absorbents – € 61,4950 per Kg.

Article 27
Waste collection and management

1. The waste collection and management fee is payable by vessels calling at the ports of Leixões and Viana do Castelo and includes an indirect fee and a direct fee, the latter covering costs not covered by the indirect fee, depending on the types and quantities of waste actually delivered by the ship.

2. The indirect fee to be charged to vessels is calculated per unit of gross tonnage (GT) and per type of vessel, according to the formula:

T = VF + (Cn x √GT), where:

T = Fee amount in euros;

VF = Fixed Value by type of vessel;

Cn = Specific coefficient depending on the type and size of the ship;

GT = Vessel's Gross Tonnage Units.

For the purposes of applying this formula, the following is established:

The Fixed Values (VF) by type of vessel are:

- Passenger ships: € 380,6377;
- Other Types Ships: € 88,8154.

The coefficients (Cn) to be applied in the ports of Leixões and Viana do Castelo are shown in the table below:

Type of Ship	GT scale	Cn
Passenger Ships	Less than 4999	1
	From 5 000 to 9 999	2
	From 10 000 to 19 999	3
	From 20 000 to 39 999	3,5
	From 40 000 to 59 999	4
	From 60 000 to 79 999	6
	More than 80 000	7
Other Types of Ships		0,85

a) All waste from Annex V of the MARPOL Convention is included in the indirect rate, with the exception of cargo residues or residues associated with cargo, pursuant to Decree-Law No. 102/2020, of December 9, provided that they are delivered properly separated, sorted and whose quantity does not exceed the respective storage capacity on board the ship;

b) The indirect fee applies per stop, once, to all ships calling or operating in the ports of Leixões and Viana do Castelo (first collection), for subsequent deliveries of waste, and in the case of long calls duration, the direct rate will apply;

c) The following are exempt from the application of the indirect fee:

i. Vessels or ships exempt from the payment of the Port Usage Fee applicable to the ship, in accordance with paragraph 1 of article 10 of this Regulation, applying, in these cases, the direct fee depending on the quantities and typology of waste actually delivered by ship;

ii. Vessels that exclusively use the concession docks that have their own waste management and collection system.

d) The indirect fee will be reduced by 5% for ships that:

i. Operate on short sea shipping service;

ii. Demonstrate that the design, equipment and operation of the ship allows the production of reduced amounts of waste and that this is managed in a sustainable and environmentally friendly manner, in accordance with the assessment criteria used by the European Union.

3. For vessels or ships that call the Douro River estuary from 200 meters upstream from the Luís I Bridge to Foz, the Waste Reception and Management Tariff Regulation in force for the Douro Waterway will be applied.

4. The direct fee applies specifically to waste from Annexes I, II, IV, VI and cargo and associated cargo residues from Annex V, all of the MARPOL Convention, under the following conditions:

a) The direct fee is also applied to domestic and operational waste in Annex V of the MARPOL Convention that does not comply with the conditions defined in subparagraph a) of number 2 of this article;

b) The direct rate is also applied to waste resulting from commercial, industrial or other activities that take place in port areas, upon request addressed to DOPS - Directorate of Port Operations and Security;

c) The waste collection rates at the ports of Leixões and Viana do Castelo are shown in the following table:

TARIFFS FOR VESSELS WASTE COLLECTION	
Waste type	**Euros** (1)
MARPOL Annex I (Not included in the indirect fee)	
Liquid hydrocarbon waste (sludge, bilge water, used oil, ballast water and hydrocarbon-contaminated tank washing water)	96,4282 €/m 3, (2), (3), (4), (5), (6)
MARPOL Annex II (Not included in the indirect fee)	
Tank washing water and ballast water contaminated with Noxious Liquid Substances (NLS)	190,3188 €/m 3 (2), (3), (4), (5), (6)
Others	One-off tariff (2), (3), (4), (5), (6), (8)

TARIFFS FOR VESSELS WASTE COLLECTION	
Waste type	**Euros** (1)
MARPOL Annex IV (Not included in the indirect fee)	
Sanitary water	96,4282 €/m (3) (2), (3), (4), (5), (6)
MARPOL Annex V - (Garbage - excluding cargo residues) (Waste included in the indirect rate, provided they are delivered properly sorted and that do not exceed the storage capacity on board the ship)	
A. Plastics	96,4282 €/m³
B. Food leftovers	
C. Household waste (paper, rags, glass, metals, bottles, crockery, monsters, etc.)	
D. Cooking oils	
F. Operational waste - wood, scrap, mooring ropes, tires	
G. Animal carcasses	
H. Fishing gear	
I. Waste electrical and electronic equipment	
C. Special household waste - expired pyrotechnics	€1 903,1882 for collections of up to 30 Kg, after which an additional €25,3758 /kg
C. Special household waste - Hospital waste	92,2982 €/ 60 L container
C. Special household waste - cells, batteries, lamps, toners and ink cartridges	119,2665 €/200 L
C. Special household waste - other waste	one-off tariff (8)
E. Ash from incineration	115,6804 €/200 L
F. Operating waste - contaminated filter materials, oil filters, contaminated packaging, absorbents and used oils	
F. Operational waste - fumigation waste (phosphine)	456,7652 €/200 L
F. Other operational waste	one-off tariff (8)
MARPOL - Annex V (Garbage - cargo residues) (Not included in the indirect fee)	
J. Cargo waste, harmful to the marine environment (HME) – Bilge washing waters	190,3188 €/m³ (2), (3), (4), (5) , (6)
J. Other cargo residues harmful to the marine environment (HME)	one-off tariff (8)
K. Non-Hazardous Cargo Waste (Non-HME) - Basement Wash Waters	190,3188 €/m³ (2), (3), (4), (5) , (6)
K. Other non-hazardous cargo residues (non-HME)	one-off tariff (8)
MARPOL - Annex VI (Not included in the indirect fee)	
Waste from gaseous effluent treatment (scrubbers)	190,3188 €/m³ (2), (3), (4), (5) , (6)

TARIFFS FOR VESSELS WASTE COLLECTION	
Waste type	**Euros** (1)
Substances that deplete the ozone layer and equipment containing these substances	one-off tariff (8)
Other waste not covered by MARPOL	
Waste passively fished	Free

(1) The cancellation of the collection of any waste must be done at least 3 hours in advance of the collection time. Failure to cancel within the aforementioned period will result in a payment of €258;

(2) A minimum tariff equivalent to 10 m3 of waste per service will be charged;

(3) The pumping time for the removal of any liquid residue is 3 hours, up to a limit of 10 m³, plus one hour for every 5 m³ removed, as shown in the table below:

Volume collected (m3)	Pumping time (h)
≤ 10	3
> 10 e ≤ 15	4
> 15 e ≤ 20	5
> 20 e ≤ 25	6
> 25 e ≤ 30	7
> 30 e ≤ 35	8
> 35 e ≤ 40	9
> 40 e ≤ 45	10
> 45 e ≤ 50	11
> 50 e ≤ 55	12
> 55 e ≤ 60	13
> 60 e ≤ 65	14
> 65 e ≤ 70	15
> 70 e ≤ 75	16
> 75 e ≤ 80	17
> 80 e ≤ 85	18
> 85 e ≤ 90	19

(4) 41,24 € will be added for each additional hour to the pumping time indicated in the table;

(5) Whenever a pumping system outside the ship is needed, €361 will be charged for each pumping timeout period.

(6) Whenever there is a need for a vehicle to remain in place to collect waste during the ship's stay, €103 will be charged for each hour of immobilization;

(7) Does not include contaminated merchandise or radioactive waste;

(8) 25% will be added to the amount billed to APDL by the service provider.