TARIFF of the port dues, collected by the Bulgarian Ports Infrastructure Company at a port within the meaning of art. 106a of the Maritime Space, Inland Waterways and Ports of the Republic of Bulgaria Act - Burgas

PORT DUES SECTION

Art. 1. (1) For the purposes of the Tariff, the port within the meaning of art. 106a of the Maritime Space, Inland Waterways and Ports of the Republic of Bulgaria Act - Burgas (MSIWPRBA) and the ports, pursuant to art. 107 - 109 of the said act, shall be divided into the following areas:

a) area I - to the east of: 27° 29' 00” E;

b) area II - to the west of: 27° 29' 00" E.

(2) The Burgas public transport port within the meaning of art. 106a of the MSIWPRBA is designated by order of the Minister of Transport, Information Technology and Communications.

(3) The Bulgarian Ports Infrastructure Company shall determine the amount of and collect port dues for the use of port infrastructure from ships calling at the public transport port under Article 106a of the MSIWPRBA - Burgas.

(4) Where port access infrastructure referred to in art. 106a of the MSIWPRBA is used for access by sea to a port referred to in art. 107 - 109 of the MSIWPRBA, port dues for the use of the port infrastructure shall be determined by amount and collected by the Bulgarian Ports Infrastructure Company (art. 109a,(3) of the MSIWPRBA).

(5) Port infrastructure dues collected shall be spent by the Bulgarian Ports Infrastructure Company in accordance with the procedure laid down in the MSIWPRBA and shall be used to secure access to the port concerned, including to cover the costs of construction and maintenance of the access infrastructure and other general technical infrastructure of the port, as well as to maintain the design depths in the water area of the port.

Art. 2. (1) For each ship call at the Burgas public transport port within the meaning of art. 106a of the MSIWPRBA (art. 103c,(1)(1) of the MSIWPRBA) or a port, as per art. 107 - 109 of the MSIWPRBA, in the case of art. 109a,(3) of the MSIWPRBA, a port infrastructure use due shall be levied, which shall be made up of three components: Infrastructure Access Due (IAD), a Light Infrastructure Due (LID) and an Operational Infrastructure Due (OID).

(2) An Infrastructure Access Due (IAD) shall be levied to provide access to the relevant port, including to cover the costs of constructing and maintaining the access infrastructure and other general technical infrastructure of the port. Such due shall be levied in EUR per gross ton, by ship type and for the respective area, as follows:

Ship Types	**Infrastructure access due (IAD)**	
	Area I	**Area II**
General cargo ships/Bulk carriers	**0,59**	**0,60**
Oil tanker, Oil chemical tanker, LPG tanker	**0,54**	**0,57**
Tanker/Chemical tanker	**0,59**	**0,60**
Reefer ships and Container ships	**0,34**	**0,38**

Passenger ships	**0,24**	**0,25**
Non-commercial sports/leisure ships	**0,14**	**0,17**
Foreign military ships	**0,29**	**0,32**
Ships, calling at ports, as per art. 107 — 109, (art. 109a,(3) of the MSIWPRBA)	**0,09**	**0,12**
Other ship types	**0,59**	**0,60**

(3) For the fourth and each subsequent ship call at the Burgas public transport port within the meaning of Article 106a of the MSIWPRBA within one calendar year, the infrastructure access due (IAD) shall be reduced by the following coefficient:

1. for General cargo ships/Bulk carriers, oil tankers, oil chemical tankers, LPG tankers and tanker/chemical tanker - 0,72;

2. for Reefer ships and Container ships - 0,95.

(4) For all ships using berths at Roadstead Burgas and Roadstead Nessebar, for bunkering, obtaining food and water supplies, required for their own needs, for recruiting and releasing crew, for receiving and delivering mail or for repairs, a port due for the use of port infrastructure shall be paid in the amount of 0.02 euro per gross ton, for each 48 hours commenced, according to data provided by the Vessel Traffic Services Authority.

(5) For all ships using berths at Roadstead Burgas and Roadstead Nessebar for transhipment or unloading of passengers without calling at a port terminal, a due of EUR 0.20 per gross ton shall be paid.

(6) For ships calling at the Burgas public transport port within the meaning of Article 106a of the MSIWPRBA for bunkering, obtaining water and food supplies, required necessary for their own needs, for recruiting and releasing crew, for receiving and delivering mail, as well as for ships engaged in docking and repairing without carrying out cargo-handling activities, the due referred to in Article 2(2) shall be reduced by a coefficient of 0.70.

(7) In the case of oil tankers and chemical tankers with insulated ballast tanks, the amount of the dues under this section to be determined on the basis of gross tonnage, shall be calculated by using the reduced gross tonnage as entered in the International Tonnage Certificate (1969) as the tonnage value.

(8) For special ships within the meaning of art. 5 of the Commercial Navigation Code (CNC), for tugs, oil gatherers, bunkering ships, for production ships (fishing, aggregates, exploitation of marine resources, etc.), for construction ships and for ships intended for auxiliary (ancillary) activities (floating cranes, floating workshops, manoeuvring tugs, cutters, limbering barges, etc.). 0,50 for each month of stay at the Burgas port for public transport within the meaning of Art. 106a of the MSIWPRBA or in a port within the meaning of Art. 107 - 109 of the MSIWPRBA, in case of Art. 109a(3) of the MSIWPRBA.

(9) Ships referred to in Article 2(8) shall not pay the fees referred to in Article 2(4) and (5).

(10) Container, reefer, passenger and ro-ro/ferry ships, calling at a port terminal, with other than the port services entered in its Certificate of Seaworthiness, handled by other than their intended technology for the type of ship and/or carrying general cargo, as well as with a stay exceeding the usual handling time, shall be subject to the dues for ships carrying general cargo.

(11) Foreign military ships, calling at the Burgas public transport port within the meaning of art. 106a of the MSIWPRBA or a port, pursuant to art. 107 - 109 of the MSIWPRBA, in the case of art. 109a,(3) of the MSIWPRBA, shall pay a port due for the use of port infrastructure when

carrying out commercial activities at the rate in accordance with Article 2(2) for each tonne of full displacement commenced.

(12) For calls at the Burgas public transport port within the meaning of art. 106a of the MSIWPRBA or a port, as per art. 107 - 109 of the MSIWPRBA, in the case of art. 109a,(3) of the MSIWPRBA, and for navigation between terminals for navigational support and maintenance of navigation, a light infrastructure due (LID) shall be levied as follows:

1. for ships of a size, up to and including 40 GT - an annual due for port calls:

a) for ships of a size, up to 10 GT - EUR 5;

b) for ships of a size between 11 and 40 GT - EUR 10;

2. for ships of a size exceeding 40 GT - per call at a port:

a) for ships of a size between 41 and 500 GT - EUR 15;

b) for ships of a size between 501 and 1000 GT - EUR 40;

c) for ships of a size between 1001 and 5000 GT - EUR 70;

d) for ships of a size between 5001 and 10 000 GT - EUR 110;

e) for ships of a size exceeding 10 000 GT - EUR 150.

(13) For passenger ships the amount of the dues as per para. 12 shall be reduced by a coefficient of 0,5.

(14) For each call of a foreign military ship to the Burgas public transport port within the meaning of art. 106a of the MSIWPRBA or a port, as per art. 107 — 109 of the MSIWPRBA, in the case of art. 109a,(3) of the MSIWPRBA, a light infrastructure due shall be levied in the amount of EUR 0.15 for each commenced tonne load displacement, but not more than EUR 150 per ship.

(15) For each specific ship call at the Burgas public transport port within the meaning of art. 106a of the MSIWPRBA or a port, as per art. 107 - 109 of the MSIWPRBA, in the case of art. 109a,(3) of the MSIWPRBA, an operational infrastructure due (OID) of EUR 0.10 shall be levied for each linear metre of the length overall of the ship as declared in the ship documents, when a ship passes through the port infrastructure for access by sea and inland waterways, including the approach channels, approach areas and manoeuvring areas for ships, roadsteads and berths, as well as for maintaining the design depths in the water area of the port.

(16) The due as per para. 15 shall be levied for the period from the actual time of arrival of the ship to the actual time of departure from the public transport port of Burgas within the meaning of Article 106a of the MSIWPRBA, excluding the time of stay at roadstead, measured in hours and rounded to the next full hour.

(17) When using port infrastructure for access to the ports under art. 107-109 of the MSIWPRBA, in the cases, as per art. 109a,(3) of the MSIWPRBA the due as per para. 15 shall be levied for the period from the actual time of arrival of the ship at the Burgas public transport port within the meaning of Art. 106a of the MSIWPRBA until its mooring and the period from its de-mooring until the actual time of departure from the Burgas public transport port within the meaning of Art. 106a of the MSIWPRBA, excluding the time of stay at roadstead, measured in hours and rounded to the next full hour.

(18) Foreign military ships, calling at the Burgas public transport port within the meaning of art. 106a of the MSIWPRBA or a port, pursuant to art. 107 - 109 of the MSIWPRBA, in the case

of art. 109a,(3) of the MSIWPRBA, Shall pay an operational infrastructure due of EUR 0.5 for each linear metre of the length overall of the ship, as stated in the ship documents, for each day commenced.

Art. 3. Ferry ships and RO-RO ships shall pay port dues totalling EUR 815 for each call.

Art. 4. In the case of navigation between Bulgarian ports and/or port terminals of Bulgarian ports, the infrastructure access due (IAD) referred to in Article 2(2) shall be reduced by the following coefficient:

1. for General cargo ships/Bulk carriers, oil tankers, oil chemical tankers, LPG tankers and tanker/chemical tanker - 0,20;

2. for Reefer ships and Container ships - 0,25.

Art. 5. Where two or more reductions are applicable to a ship under the Tariff, only the one which is more favourable shall apply.

Art. 6. (1) Amounts due under the Tariff shall be rounded up to the whole euro.

(2) Dues, pursuant to this tariff shall be payable prior to the departure of the ship calling at the relevant public transport port and on a regular basis, for ships operating in a port.

(3) The port dues payable shall be paid in euro.

ADDITIONAL PROVISIONS

For the purposes of this tariff, ships are divided into the following types depending on the technology of carriage and cargo handling: general cargo, bulk, container, ro-ro and bulk tankers. Ships carrying live animals, ships carrying mixed cargoes and others, as well as those carrying more than one type of cargo visiting the Burgas public transport port within the meaning of art. 106a of the MSIWPRBA or a port, pursuant to art. 107 - 109 of the MSIWPRBA, in the case of art. 109a(3) of the MSIWPRBA, shall be considered as general cargo ships.

1. “Ship“ shall mean any self-propelled or non-self-propelled piece of navigation equipment of any type, including hydrofoil vessels, hovercraft, submarines, floating devices or stationary or floating platforms, intended for sea and/or river navigation regardless of the flag under which they may operate, and used in the performance of one or several of the following activities: carriage of cargoes, carriage of passengers and luggage; towing of navigation equipment; provision of maritime services and other auxiliary operations; fishing; exploitation of other marine resources, as well as other activities.

2. “General Cargo Ship“ shall mean any ship with a single or multiple decks capable of carrying various countable commodities in various forms and packages, with the ability to carry bulk materials such as grain.

3. “Passenger ship“ shall mean any ship, including a high-speed vessel, within the meaning of the International Convention for the Safety of Life at Sea (SOLAS) (State Gazette, No. 12 of 2005), ratified by Decree No. 2250 of 1983 (SG No. 61 of 1983), capable of carrying more than 12 passengers.

4. “Container ship“ shall mean a specialized ship, intended for the transportation of containers.

5. “RO-RO ship“ (Roll-on/roll-off ship) shall mean a ship designed for the carriage of cargo and/or cargo and passengers, with cargo premises, with a horizontal loading and unloading mode. In the case of vertical loading, the full due as for general cargo shall apply.

6. “Special Ship“ within the meaning of art. 5 CNC shall mean any ship used for scientific, educational, cultural, fire-fighting, communication, customs and sanitary purposes, for pilotage, for surveillance, for ice-breaking, for search and rescue, for the liquidation of consequences and damage of lost property (salvage), etc.

7. “Bulk carrier“ shall mean any ship carrying dry bulk goods.

8. „Tanker“ shall mean a marine or river ship designed for the carriage of liquid cargo.

9. “Oil tanker“ shall mean a ship constructed or adapted primarily for the carriage of bulk oil or petroleum products in its holds. This definition includes combination cargo ships and any chemical tanker when carrying bulk oil or petroleum products as cargo or part of cargo.

10. “Chemical tanker“ shall mean a ship constructed or adapted for carrying a bulk cargo of noxious liquid substances. This definition also includes an oil tanker carrying a cargo consisting wholly or partly of bulk noxious liquid substances. 11. "Insulated ballast tank" shall mean a tank used solely for the carriage of insulated ballast.

11. “Gross tonnage“ shall mean the tonnage value of the entire volume of a ship as determined in accordance with the International Convention on Tonnage Measurement of Ships, 1969 (SG No. 15 of 2003) and specified in the ship's papers.

12. “Military ship“ shall mean any ship which belongs to the armed forces of a State, bears external signs distinguishing its nationality, is under the command of a staff officer on military service whose name is entered in the list of officers of the naval forces of the State or in any similar document, and has a crew subject to military discipline.

13. “Gas carrier“ shall mean a cargo ship constructed or adapted and used for the transportation of bulk liquefied gas or other products.

14. “Yacht“ shall mean a ship used for tourism, sport, sport fishing, or pleasure.

15. “All other types of ships“ are those not covered by the types of ships defined in this tariff.

16. “Roadstead“ shall mean a given area of the sea space within (inner roadstead) or outside (outer roadstead) the port water area in which ships can lie at anchor for waiting, entering a port, shelter from bad weather, load handling activity.

17. “Port terminal“ shall mean a spatially separated area of a public transport port which provides a complete process of reception, handling, storage and dispatch of a certain type of cargo and/or mail under a specific technology or which services passengers.

18. “Ship call“ shall mean the period from the actual time of arrival of the ship to the actual time of departure from the Burgas public transport port within the meaning of Article 106a of the MSIWPRBA.

19. In the event that in the application of the zoning referred to in Art. 1(1), the territory and/or water area of a port terminal falls within two areas, that terminal shall be defined as belonging to the area in which the predominant part of its territory and/or water area falls.

20. “Length overall" (LOA) of a ship is the length defined as the distance in a straight line between the foremost point of the bow of the ship and the aftmost point of the stern, where:

а) the bow includes the watertight structures of the hull, forecastle, forepeak, bulwark (if any), but excludes any railing and the bowsprit;

б) the stern includes the watertight structures of the hull, transom, trawl ramp, bulwark, but excludes railings, propulsion equipment rails, rudder and steering gear, dive ladders and platforms.

The length of the ship shall be rounded to the higher whole number.

21. "Hour“ shall mean the period of time between a particular minute of the astronomical hour and the same minute of the next astronomical hour.

22. “Day“ shall mean the period of time between a particular hour of an astronomical day and the same hour of the next astronomical day.

23. "Month" shall mean the period of time between a specified number of one calendar month and the same number of the next calendar month.

CONCLUSIVE PROVISION

This tariff has been drafted and adopted pursuant to the regulatory provisions, set out in the Maritime Space, Inland Waterways and Ports of the Republic of Bulgaria Act and with reference to Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports.

If the Tariff is not applicable in case of vessel calls to Burgas public transport port within the meaning of art. 106a of the MSIWPRBA or a port, pursuant to art. 107 - 109 of the MSIWPRBA, in the case of art. 109a,(3) of the MSIWPRBA, it shall be individually considered by the Bulgarian Port Infrastructure Company as the governing body of the ports within the meaning of art. 106a of the MSIWPRBA.

Bulgarian Port Infrastructure Company, as the governing body of the ports within the meaning of art. 106a of the MSIWPRBA may apply differentiation of the dues, which is the result of individual negotiations and is not required to publicly announce them.

The structure and amounts of the port dues have been established at a meeting of the Management Board of the Bulgarian Port Infrastructure Company, by Minutes No. 188/15.11.2023/Minutes No. 224/23.01.2026.