TARIFF of the port dues, collected by the Bulgarian Ports Infrastructure Company at state-owned public transport river port terminals

Section I

DUES FOR USING THE PORT INFRASTRUCTURE

Art. 1. The Bulgarian Ports Infrastructure Company collects port dues for the use of port infrastructure pursuant to Art. 103c(1) item 1 of the Maritime Space, Inland Waterways and Ports of the Republic of Bulgaria Act (MSIWPRBA) for vessels calling at the Bulgarian state-owned river port terminals, as follows:

(1) River port terminals within the scope of Branch - Port of Lom Territorial Division:

1. Port terminal Lom,
2. Port terminal Oryahovo,
3. Port terminal Vidin-North,
4. Port terminal Vidin-Centre,
5. Port terminal Vidin-South,
6. Port terminal Ferryboat Complex Vidin,

(2) River port terminals within the scope of Branch - Port of Ruse Territorial Division:

7. Port terminal Ruse-East 1,
8. Port terminal Ruse-East 2,
9. Port terminal Ruse-Centre,
10. Port terminal Ruse-West,
11. Port terminal Svishtov,
12. Port terminal Silistra,
13. Ferryboat Terminal Silistra,
14. Port terminal Somovit,
15. Port terminal Nikopol,
16. Port terminal Tutrakan.

Art. 2. (1) A port due for the use of the port infrastructure shall be collected for each ship calling at a state owned public transport port terminal. Such fee shall be formed by two components: Infrastructure access due (IAD) and Per Tonne Infrastructure Due (PTID).

(2) For the calling of a ship at a state owned public transport port terminal the following infrastructure access due (IAD) shall be collected:

1. for self-propelled and non-self-propelled river vessels - EUR 30;
2. for passenger ships, RO-RO and ferries - EUR 20;
3. for non-commercial sports and leisure vessels – EUR 12.

(3) In the case of cargo handling in a state owned public transport port terminal, in addition to the due referred to in paragraph (2), a Per Tonne Infrastructure Due of EUR 0.25/tonne for bulk cargo and EUR 0.45/tonne for general cargo shall be levied.

(4) The due referred to in paragraph (2) and paragraph (3) shall be levied on all self-propelled and non-self-propelled vessels, irrespective of their type, except for those for which other specific prices are established.

(5) The weight of the cargo shall be determined on the basis of the particulars given in the bill of lading, manifest, act of loading, consignment note, other document of the port operator or responsible customs office. The weight of the cargo shall be rounded off according to the applicable arithmetical rule.

Art. 3 In case of a RO-RO composition or a passenger ship calling at a state owned public transport port terminal, when the vessels serve shipping lines between border-crossing points along the Bulgarian-Romanian section of River Danube, a common infrastructure use due shall be collected for each composition or ship, to the amount of 15 EUR/call.

Art. 4. In case of ships, calling at state owned public transport port terminal to obtain fuel, water, food supplies, as required for their own needs, to recruit and release crews, to receive and deliver mail, as well as in case of ships, performing docking and repairs, without loading and unloading operations – a port infrastructure use due of EUR 25 shall be collected.

Art. 5. (1) In case of ships, operating at a state-owned public transport terminal, intended for auxiliary (ancillary) port activities (floating cranes, manoeuvring ships, cutters, limbering barges, etc.) a port infrastructure use due of EUR 30/month shall be paid for each terminal visited.

(2) In case of vessels referred to in paragraph (1), for which general declarations of departure and/or arrival have been filed in the river information system, the corresponding dues referred to in Article 2 of this Tariff shall also be levied.

Art. 6. In case of vessels – part of a composition, the infrastructure use due shall be levied for each vessel separately.

Section II

General Provisions

Art. 7. A ship call shall mean:

(1) each and every call documented in the current river transportation electronic document management system;

(2) each and every call recorded on the basis of information submitted to the BULRIS Self-Propelled and Non-Self Propelled Ship Traffic Reporting System or established by another river vessel traffic control system;

(3) each and every call recorded by the provision of a written vessel call report/statement submitted by the shipping agents and/or vessel owners.

Art. 8. Pursuant to art. 103c. (3) of the MSIWPRBA the dues according to this tariff, shall be paid before the ship leaves the port or on a regular basis – for ships as per art. 5 (1) of this tariff.

Art. 9. The dues payable under the tariff shall be rounded up to the whole euro.

Art. 10 The port dues payable shall be paid in euro.

Art. 11. For ships engaged in transhipment from one ship to another at a state-owned public

transport port, the due referred to in Article 2 shall be reduced by a coefficient of 0,5.

Art. 12. For ships sailing between Bulgarian state-owned port terminals, the due referred to in Article 2 (2) shall be reduced by a coefficient of 0.5.

Art. 13. For cargo arriving for handling from terminals of Bulgarian ports, the due referred to in Article 2 (3) shall be reduced by a coefficient of 0.5.

Art. 14. Where two or more reductions for the same due are applicable to the same vessel, only the one which is more favourable shall apply.

ADDITIONAL PROVISIONS

1. “Port terminal“ "Port terminal" shall mean a separate zone of a public transport port which provides a complete process of reception, processing, storage and dispatch of a certain type of cargoes and/or mail under a specific technology or which services passengers.

2 “Ship“ means any self-propelled or non-self-propelled vessel of any type, including hydrofoil, hovercraft, submarines, floating craft and fixed or floating platforms, designed for navigation on the sea and/or river, regardless of the flag under which it sails, and which is used to carry out one or more of the following activities: Carriage of cargo, passengers and luggage; Towing of a vessel; Carrying out marine services and other ancillary operations; Fishing; Exploitation of other marine resources; and other activities.

CONCLUSIVE PROVISIONS

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.

Any amendment to the amount of the port dues for using port infrastructure shall made pursuant to the “Methods for determining the port dues for using port infrastructure at state-owned public transport river port terminals“, forming an integral part hereof.

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.