

# TARIFF

## on port dues for the reception and handling of ship-generated waste, collected by the Bulgarian Port Infrastructure Company

Art. 1. Ships, calling at public transport ports, within the meaning of art. 106a of the Maritime Space, Inland Waterways and Ports of the Republic of Bulgaria Act (MSIWPRBA) and state-owned public transport ports, except for military ones, and for ships operating in such a port, shall pay port dues for the reception and handling of waste - the result of shipping activities, determined in accordance with Art. 103c, (1)(2) of the MSIWPRBA, regardless of whether a port reception facility is used.

### Section I

#### Port dues, collected at sea ports

Art. 2. For the purposes of this tariff the following territorial scope is established - port terminals, parts of a public transport port, within the meaning of Article 106a of the MSIWPRBA – Varna and Burgas and determined in accordance with an order of the Minister of Transport, Information Technology and Communications.

Art. 3. (1). Any and all ships calling at or operating in any public transport port, within the meaning of Article 106a of the MSIWPRBA, shall pay a due specified in euro, depending on the gross tonnage, or, for military ships, on the displacement, as follows:

Gross tonnage/ displacement (for foreign military ships only)	Oil products waste due (Annex I to MARPOL 73/78)	Maximum amount, which the ship may hand over without surcharge	Domestic wastewater due (Annex IV to MARPOL 73/78)	Maximum amount, which the ship may hand over without surcharge	Solid waste due (Annex V to MARPOL 73/78)	Maximum amount, which the ship may hand over without surcharge
	A	B	A1	B1	A2	B2
0 - 2000	35	575	5	575	25	75
2 001 - 3 000	100	700	10	700	50	80
3001- 6000	130	700	15	700	65	90
6 001 -10 000	200	1000	20	1000	85	165
10 001 - 20 000	220	1300	25	1300	120	185
20001-30000	250	1400	30	1400	180	225
30001-40000	450	1800	35	1800	250	350
40 001 - 50 000	700	1900	40	1900	400	500
>50 001	<u>900</u>	2000	50	2000	550	750

*Explanations:*

Columns A, A1 and A2 indicate the amount of the due in euros for the respective waste type, up to the storage capacity of the respective ship type.

Columns B, B1 and B2 indicate the maximum amount of waste, expressed in euro, up to which the ship is allowed to hand-over waste of the respective type without paying a surcharge.

1. Each and every ship operating in a public transport port shall pay a due determined in accordance with the table as per paragraph 1 for each commenced.

2. For waste handed over in excess of the storage capacity, the ship shall pay directly to the waste operators concerned in accordance with a tariff set by them.

3. The dues referred to in par. 1 shall constitute an indirect payment for services for the reception and handling of ship-generated waste under the relevant annexes of the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978 (MARPOL 73/78), as subsequently amended and supplemented, and shall cover the types of waste as set out in the approved and current Waste Reception and Handling Plans for Seaports.

4. The indirect system shall also include the cost of the mobile reception facility for up to 3 hours from the start of the waste transfer operation. After three hours, the ship shall pay the costs of the stay directly to the waste operator as a result of the shipping activity, according to a tariff set by the operator.

5. For waste not covered by the indirect payment system under par. 1 the payment shall be made directly to the waste operators. Such waste includes:

1. any and all waste covered by Annexes II and VI of the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978 (MARPOL 73/78), as subsequently amended and supplemented (State Gazette No. 12 of 2005), ratified by law (SG, No. 94 of 2004);
2. any and all cargo residues and cargo-related waste - washings, ballast water, solid cargo residues, cargo securing materials, etc.

## **Section II**

### **Port dues, collected at river ports**

Art. 4. (1) Any and all ships calling at or operating in any publicly owned river transport port, whether or not they use port reception facilities, shall pay a zero-rated due for the reception and handling of ship-generated waste.

(2) The dues referred to in par. (1) shall constitute payment for services for the reception and treatment of domestic waste, determined in accordance with the Recommendations for organizing the collection of ship-generated waste in Danube navigation, adopted by the Resolution of the Sixty-eighth Session of the Danube Commission (doc. DN/CEC 68/16) of 15 May 2007 as subsequently amended and supplemented and shall cover the types of waste according to the approved and valid Waste Reception and Treatment Plans for the river ports.

## **Section III**

### **GENERAL RULES**

Art. 5. The dues under this tariff shall be paid:

(1). Before departure - for ships calling at a public transport port, and on regular basis, for vessels operating in a public transport port;

(2). In euro or in the BGN equivalent at the central exchange rate of the Bulgarian National Bank on the day of issue of the invoice.

Art. 6. The dues as per art. 1 shall be expended for the activity of receiving and handling ship-generated waste.

Art. 7. The Director General of the Bulgarian Port Infrastructure Company shall, pursuant to Article 103e, par. (3) and (4) of the MSIWPRBA, exempt from the payment of the due for the reception and handling of ship-generated waste the owner of a ship who, pursuant to the Regulation under Article 371 of the Merchant Shipping Code, is exempted from the obligation to hand over ship-generated waste because the following conditions are simultaneously met:

1. the ship operates on an established shipping line;
2. the ship-owner has a contract with a port operator for the delivery of the ship-generated waste to one of the ports on the shipping line and pays dues to that port or to the operator for the service.

## **ADDITIONAL PROVISIONS**

§ 1. "Ship-generated waste" means all wastes, including sewage and wastes other than cargo residues, which are generated during the operation of the ship and fall within the scope of Annexes I, IV and V to the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978 (MARPOL 73/78) and by the Protocol of 1997, executed in London on 2 November 1973 (ratified by law - SG 94/2004) (SG 12/2005), referred to as 'MARPOL 73/78', as well as the waste associated with the cargo as defined in the guidelines for the implementation of Annex V of MARPOL 73/78. Ship-generated waste also includes all wastes defined in accordance with the Recommendations for organizing the collection of ship-generated waste in Danube navigation, adopted by the Resolution of the Sixty-eighth Session of the Danube Commission (doc. DN/CEC 68/16) of 15 May 2007 as subsequently amended and supplemented. Ship-generated waste is waste within the meaning of § 1, point 17 of the additional provisions of the Waste Management Act.

## **CONCLUSIVE PROVISION**

This tariff has been drafted and adopted pursuant to Art. 103 c (1)(2) and Art. 103c (2) and Art. 115 m (1)(6) of the Maritime Space, Inland Waterways and Ports of the Republic of Bulgaria Act.

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.