

TARIFF on Port Dues Levied by Bulgarian Ports Infrastructure Company

Approved by PMS no. 97 of 3.05.2007, prom. SG, no. 38 of 11.05.2007; amend. SG 56 of 10.07.2007, effective from 10.07.2007; amend. 8.01.2008; suppl. SG 38 of 21.05.2010, effective from 13.05.2010; amend. and suppl. SG 72 of 29.08.2014; amend. SG 30 of 24.04.2015; effective from 24.04.2015; amend. by Decision No.8928 of 22.07.2015 of the Supreme Administrative Court of the Republic of Bulgaria (SAC RB) . SG 9 of 2.02.2016, effective from 2.02.2016; amend and suppl. SG. 76 of 30.09.2016, effective from 30.09.2016

Chapter I Duties Levied in Sea Ports

Art. 1. (1) For the purposes of this Tariff the Bulgarian sea ports for public transport and the ports under art. 107 . 109 from the Law on Maritime Spaces, Inland Waterways and the Ports of the Republic of Bulgaria (LMSIWPRB) are divided into the following regions:

1. North of cape Emine:

a) region 1 . to the East of: 27° 45' 54" ;

b) region 2 . to the West of: 27° 45' 54" ;

2. South of cape Emine:

a) region 3 - to the East of: 27° 27' 95" ;

b) region 4 - to the West of: 27° 27' 95" .

(2) The dues are collected by the Bulgarian Ports Infrastructure Company (BPI Co.) and are levied on the vessels in their call to the ports for public transport of national importance.

(3) Amend. . SG 72 of 2014; amend. by Decision No. 8928 of the Supreme Administrative Court of the Republic of

Bulgaria (SAC RB), SG 9 of 2016, effective from 2.02.2016; amend. SG 76 of 2016, effective from 30.09.2016) Bulgarian Ports Infrastructure Company (BPI CO) levies channel, tonnage and light dues on the vessels in their call to the ports for public transport of regional importance and the ports under art. 107 . 109 of LMSIWPRB, and provide access to these ports by maintenance of the navigation aids, approach channels and harbour area to the border of the operational harbour area. .

Art. 2. (1) Vessels which pass through shipping channels and approaches are levied channel dues per each Gross Ton (GT), as follows:

1. (amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) for region 1 - 0,04 EUR;

2. (amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 f 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) for region 2 - 0,13 EUR;

3. (amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) for region 3 - 0,04 EUR;

4. (amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) for region 4 - 0,07 EUR.

(2) For the third and each subsequent passage of ships through the sea navigable canals and approaches within a calendar year the port dues under para. 1, are reduced by 0,80 coefficient.

(3) Port dues under Paragraph 1 levied on passenger vessels, are reduced by 0,50 coefficient.

(4) (Amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016) Port dues under Par. I levied on foreign warships, which pass the sea navigable canals and approaches are collected for each started ton of total displacement.

(5) New . SG 72 of 2014; repealed by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; new, SG 76 of 2016, effective from 30.09.2016) Port dues under para. 1 for container ships are reduced as follows:

1. for regions 1 and 3 . 0,25;

2. for regions 2 and 4 . 0,74.

(6) (New . SG 72 of 2014; repealed by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; new, SG 76 of 2016, effective from 30.09.2016) For the third and each subsequent passage of container ships through the sea navigable canals and approaches within a calendar year the port dues under para. 1, are reduced as follows:

1. for regions 1 and 3 . 0,20;

2. for regions 2 and 4 . 0,59.

Art. 3. (1) For navigational securing of the shipping, light dues are levied, as follows:

1. (amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016 ., effective from 30.09.2016) for vessels up to 40 GT including - annual dues for their call in a sea port for public transport are levied in the amount of:

a) for vessels up to 10 GT - 5 EUR;

b) for vessels from 11 up to 40 GT - 10 EUR;

2. (amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend. SG 76 of 2016, effective from 30.09.2016) for vessels exceeding 40 GT . for each call in a port:

a) for vessels from 41 up to 500 GT - 15 EUR;

b) for vessels from 501 up to 1000 GT - 40 EUR;

c) for vessels from 1001 up to 5000 GT - 70 EUR;

d) for vessels from 5001 up to 10 000 GT - 110 EUR;

e) for vessels above 10 000 GT - 150 EUR.

(2) For passenger ships the dues, which are levied under Par. 1, are reduced by 0,50 coefficient.

(3) (Amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) For each call of a foreign warship in a port for public transport light dues are levied to the amount of 0,15 EUR per each started ton of total displacement but not exceeding the amount of 150 EUR per a vessel.

(4) (Amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) For the forth and each subsequent passage of a vessel in a port for public transport within a calendar year, the dues under Par.1, it. 2 are reduced by 0,70 coefficient.

Art. 4. (1) (Amend. and suppl. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) For each call of a ship with the exception of the ships under para. 2 and para. 7 - 10, tonnage dues are levied per each GT, as follows:

1. for region 1 - 0,55 EUR;

2. for region 2 - 0,40 EUR;

3. for region 3 - 0,55 EUR;

4. for region 4 - 0,55 EUR.

(2) (Amend. . SG 72 f 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) For each call of an oil tanker in a seaport for public transport, tonnage dues to the amount of 0,50 EUR are levied per each GT, for all regions.

(3) (Amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) For the forth and the next times call of a ship in a port for public transport within a calendar year, the ship tonnage dues under Par. 1 or 2 are reduced by 0,70 coefficient.

(4) (Amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016). For ships calling a port for public transport with the purpose of supply

with fuel, water, provisions for their own needs, to hire and dismiss a crew, to receive and deliver mail and for ships in dry dock and repair and not performing cargo loading/discharging operations, the tonnage dues under para. 1 are reduced by 0,65 coefficient.

(5) (Amend. . SG 72 of 2014; amend. by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016). For reefer ships and container ships, the ship tonnage dues under para. 1 are reduced by 0,6 coefficient.

(6) (Amend. . SG72 of 2014, SG 30 of 2015, effective from 24.04.2015) For passenger ships the ship tonnage dues is reduced by 0,40 coefficient.

(7) (New . SG 76 of 2016, effective from 30.09.2016) For ships calling the ports under art. 109 of LMSIWPRB, ship tonnage dues to the amount of 0,05 EUR per each GT are levied for all regions.

(8) (Amend. . SG 72 of 2014; by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) For ships for sport and entertainment, used for non-commercial purposes, a ship tonnage due to the amount of 0,10 EUR per each GT is levied for all regions.

(9) (Amend. . SG 72 of 2014; by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) For each call of a foreign warship in a port for public transport, ship tonnage dues are levied to the amount of 0,25 EUR for each started ton of total displacement.

(10) (Amend. . SG 72 of 2014; amend., by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; previous para. 9, amend. SG 76 of 2016, effective from 30.09.2016) For special ships within Art. 5 of the Merchant Shipping Code (MSC), for tugboats, oil collectors, bunkers and for the extractive ships (trawlers, inert materials, exploitation of marine resources), for the building ships and those for subsidiary (auxiliary) operations (floating cranes, workshops, manoeuvring tugboats, cutters, barges for lumbering and etc.), tonnage dues of 0,50 EUR are levied per each GT for each started month of the ship's stay in a sea-port for public transport.

Art. 5. (1) (Amend. . SG 72 of 2014; amend., by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016) For vessel's stay on a quay in a sea-port for public transport, quay dues of 0,10 EUR are levied, for each started linear meter from vessel's length, declared in the ship's papers.

(2) (Amend. . SG 72 of 2014; amend., by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016)

Dues under para. 1 are levied for each started hour of the ship's stay from the time of mooring till the time of unmooring.

(3) For ships calling a sea-port for public transport of national importance with the purpose of supply with fuel, water, provisions for their own needs, to hire and dismiss a crew, to receive and deliver mail and for ships in dry dock and repair and not performing handling operations, the quay dues under Par.1 are reduced by 0,50 coefficient.

(4) (Repealed. . SG 72 of 2014; amend., by Decision No. 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016) Foreign warships calling a sea port for public transport of national importance quay dues of 0,50 EUR are levied for every commenced meter from the vessel's length overall (LOA), declared in the ship's papers, for every started twenty-four hour period.

Art. 6. (Amend. . SG 72 of 2014; amend. by Decision No 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016). The ferry-boat ships calling Ferryboat complex Varna port and the Ro-Ro vessels are levied port dues total to the amount of 750 EUR for each call. This amount does not include the cost of port dues for delivery and processing of ship generated waste, which are paid separately according art. 8.

Art. 7. (1) For oil tankers and chemical carriers with tanks for segregated ballast the amount of the dues hereof, defined per gross tonnage is calculated whereas for the tonnage amount is accepted the reduced gross tonnage, as it is recorded in the International Tonnage Certificate (1969).

(2) For container ships type "open-top", the amount of the dues hereof, defined on the basis of gross tonnage, is calculated whereas for the tonnage amount is accepted a reduced gross tonnage following the formula $GTr = 0,9 \times GT$, whereas GTr is the reduced gross tonnage and GT is the ship's gross tonnage, as recorded in the International Tonnage Certificate (1969).

Art. 8. (1) (Amend. - SG 2 of 2008, SG 72 of 2014; amend. by Decision No 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) All vessels that have a stay or operate in a port for public transport of national importance, irrespectively if or not using port reception facilities are levied dues for receiving and handling of port-generated waste, defined in EUR, as follows:

1. (amend. . SG 72 of 2014; amend. by Decision No 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) the vessels in every public transport call of national importance, including foreign warships when used commercially, pay the following port dues determined depending on the gross tonnage, respectively displacement, as follows:

(in EUR)

GT/Displacement (foreign warships only)	Oily waste Annex I (MARPOL 73/78)	Maximum amount of delivery, without extra paying	Sewage (Annex IV MARPOL 73/78)	Maximum amount of delivery, without extra paying	Solid waste (Annex V MARPOL 73/78)	Maximum amount of delivery, without extra paying
	A	B	A1	B1	A2	B2
0 . 2000	35	575	5	575	25	75
2001 . 3000	100	700	10	700	50	80
3001 . 6000	130	700	15	700	65	90
6001 . 10000	200	1000	20	1000	85	165
10001 . 20000	220	1300	25	1300	120	185

20001 . 30000	250	1400	30	1400	180	225
30001 . 40000	450	1800	35	1800	250	350
40001 . 50000	700	1900	40	1900	400	500
> 50 001	900	2000	50	2000	550	750

Notes:

1. In columns , 1 and 2 is quoted the charges amount in EUR for the respective wastes.

2. In columns B, B1 and B2 is quoted in EUR the maximum quantity of wastes the ship is entitled to deliver waste of the respective kind, without paying extra.

2. ny vessel that operate in public transport port of national importance shall pay port dues, determined in accordance with the table under item 1, for every started month.

(2) (Amend. . SG 72 of 2014; amend. by Decision No 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016). Vessels shall pay directly to the respective waste operators by a tariff determined by them, the charges for the delivered wastes above the stated in columns B, B1 and B2.

(3) (Amend. . SG 72 of 2014; amend. by Decision No 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016). Charges under para. 1 represent an indirect payment for the services

of waste delivery and processing and cover the following waste types:

1. oil products waste . bilge waters, used lubricants, sludge and etc., pursuant to Annex I of MARPOL 73/78 and the subsequent amendments;

2. sewage, pursuant to Annex IV of MARPOL 73/78:

a) runoff and other wastes from any form of toilets, urinals and flushing scuppers;

b) runoff from medical facilities (dispensaries, infirmaries, etc.) in sinks, tubs and scuppers located in such premises;

c) runoff from premises replacing live animals;

d) other waste that are mixed runoff, according to points ~~10~~. ~~10~~;

e) other domestic sewage in accordance with Annex IV of MARPOL 73/78 with subsequent amendments;

3. solid wastes, pursuant to Annex V of MARPOL 73/78:

a) domestic waste . food, medicine, packing materials . plastic, tins, glass, crockery, paper, cardboards, and etc. . result of ship's operation, pursuant to Annex V of MARPOL 73/78 with subsequent amendments;

b) other waste . result of ship's operation . batteries, paints, greasy rags, etc., pursuant to Annex V of MARPOL 73/78 with subsequent amendments.

(4) (Amend. . SG 72 of 2014; amend. by Decision No 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) The limit quoted in columns B, B1 and B2, covers the costs for the mobile reception facility stay up to 3 /three/ hours as of the waste delivering commencement. Upon expiry of the three hours the vessels shall pay the cost of stay directly to the operator for the ship generated waste, following the tariff determined by the operator.

(5) (Amend. . SG 72 of 2014) Wastes not covered by the indirect payment system under para.1 are paid directly to the waste collector. These are:

1. (SG 72 of 2014; amend. by Decision No 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) all wastes under Annex of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) (SG 12 of 2005), ratified by law (SG 94 of 2004);

2. All residues from cargo and cargo associated waste . washing waters, ballast waters, solid cargo residues, stabilizing materials and etc.

Art. 9. (Amend. - SG 72 of 2014; amend. by Decision No 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) Director General of Bulgarian Ports Infrastructure Company (BPI Co.) exempts from dues payment under Art.8, para.1 the ships relieved of the obligation, pursuant to the provisions of Art. 371 of the Merchant Shipping Code (MSC) - for ship-generated waste delivery, due to the concurrent presence of the following conditions:

1. sail on an liner service, and

2. have contracted the delivery of ship-generated waste with any of the ports on the line and pays for the service dues to the same port or to the service operator.

Art. 10. (Repealed . SG 72 of 2014; amend. by Decision No 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016).

Chapter II Dues Levied in River Ports

Art. 11. (1) (Amend. . SG 72 of 2014; amend. by Decision 8928 of the Supreme Administrative Court of the Republic of Bulgaria (SAC RB), SG 9 of 2016, effective from 2.02.2016) For vessels' call in a port for public transport of national importance, ship dues are levied on each vessel as follows:

1. for self-propelled and not self-propelled river vessels - 25 EUR;

2. for river-sea going and sea-going ships - 100 EUR;

3. for passenger ships, Ro-Ro and ferry-boat ships - 15 EUR;

4. For navigable vessels for sport and entertainment used for non-commercial purposes - 10 EUR.

(2) (Amend. . Amend. . SG 72 of 2014; amend. by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016) For ships calling a port for public transport of national importance with the purpose of supply with fuel, water, provisions for their own needs, to hire and dismiss a crew, to receive and deliver mail and for ships in dry dock and repair and not performing cargo loading/discharging operations, ship tonnage dues of 20 EUR on each vessel are levied.

(3) (Amend. . SG 72 of 2014; amend. by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016) For call of a Ro-Ro convoy or a passenger ship in a port for public transport of national importance in case the navigable vessels operate a shipping line between border stations on the Bulgarian-Romanian part of the river Danube, ship tonnage dues of 10 EUR are levied on each convoy or a ship.

(4) (New . SG 72 of 2014; repealed by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016).

Art. 12. (1) For using of a quay or a pontoon in a port for public transport of national importance, for discharging and loading from or on a vessel, quay dues on each commenced ton cargo are levied as follows:

1. For bulk and liquid cargoes - 0,20 EUR;

2. For other cargoes - 0,40 EUR.

(2) The weight of the cargo is determined on the Bill of Lading or on the Consignment data.

(3) For using a Ro-Ro berth, quay or pontoon in a port for public transport, in case the navigable vessels operate a shipping line between border stations on the Bulgarian-Romanian part of the river Danube, common quay dues on each convoy or vessel are levied, in the amount of 5 EUR.

(4) For ships performing transboarding operations from one ship to another in a port for public transport of national importance, the quay dues is reduced by 0,50 coefficient.

Art. 13. (Amend. . SG 72 of 2014; amend. by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016) For special duty ships under Art. 5 of the Merchant Shipping Code (MSC), for the extractive ships (inert materials, lumbering, etc.), the building ships and those for subsidiary (auxiliary) port operations (floating cranes, manoeuvring tugboats, cutters, barges for lumbering, etc.), only ship tonnage dues of 10 EUR are levied on each navigable vessel for

each commenced month of the vessel's stay in a port for public transport of national importance.

Art. 14. For vessels joined in a convoy, port dues are levied on each separate ship.

Art. 14a. (New . SG 72 of 2014; repeal. by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016).

Chapter III General Provisions

Art. 15. (1) (Previous text of Art. 15 - SG 38 of 2010, effective from 13.05.2010) For ships under Art. 4, para. 9, canal, light and quay dues are not levied.

(2) (New - SG 38 of 2010, effective from 13.05.2010) In special cases, established by the Council of Ministers, ships under Art. 4, para. 9 shall be exempted from payment of port dues and charges for delivery and processing of ship generating waste.

Art. 16. In case a ship is to have two or more reductions . only one is applied, the one which is more favourable.

Art. 17. For ships sailing between Bulgarian ports for public transport of national importance, the quay dues are reduced by 0,50 coefficient.

Art. 18. (Amend. - SG 56 of 2007, SG 72 of 2014; amend. by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) For ships sailing between Bulgarian ports for public transport, the ship dues are reduced as follows:

1. For the sea ports - by 0,10 coefficient;
2. For the river ports - by 0,50 coefficient.

Art. 19. (Amend. and suppl. . SG 72 of 2014; amend. by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) Ship tonnage dues under Art.4. para.5 reducing is applied solely for:

1. passengers ships, carrying passengers and anchoring at passengers terminals;

2. (amend. . SG 76 of 2016, effective from 30.09.2016) container ships, used purposefully and anchoring at respective for the ships kind terminals;

3. reefer ships, used purposefully.

Art. 20. (Suppl. . SG 72 of 2014; amend. by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016) Tariff port dues are paid prior to ships departure.

Art. 21. Tariff amounts due are rounded off a whole number of Euro.

Art. 22. Port dues levied are paid in Euro or in Bulgarian Leva equivalent following the Bulgarian National Bank central rate quotations, on the date of invoicing.

SUPPLEMENTARY PROVISIONS

§ 1. For the purposes of the Tariff hereof, the ships are divided, depending on cargo carriage and handling technology, into the following types: ships for general, bulk, containers, Ro-Ro and liquid cargo. The ships for carrying livestock, combined cargo and etc., as well as the ships carrying more than one type of cargo are considered as general cargo ships.

§ 2. For the purposes of this Tariff:

1. "Passenger ship" is any ship, including high speed vessels, according the International Convention on Safety of Life at Sea (SOLAS), SG no.12 of 2005), ratified by Decree no. 2250 of 1983 (SG, no. 61 of 1983) with capacity of carrying more than 12 passengers.

2. (Amend. . SG 72 of 2014; amend. by Decision 8928 of the Supreme Administrative Court of the Republic of Bulgaria (SAC RB), SG 9 of 2016, effective from 2.02.2016) "Warship" is any ship, which belongs to the armed forces of a country, has outside signs for the nationality distinction, obeys the commands of a military personnel service officer whose name is enrolled in the list of officers of the country's naval forces or similar document and has a crew subjected to military discipline.

3. "Container ship" is a specialized ship designated for containerized cargo carriage.

4. ~~C~~ontainer ship type ~~open-top~~ is a container ship complying with the requirements of Resolution of Maritime Safety Committee (MSC) 234 (82) ~~R~~ecommendations on tonnage measuring of container ships type ~~open top~~, approved at the Committee's Session 82 in 2006..

5. ~~R~~o-Ro passenger ship is a ship designated for passengers and cargo carriage, with cargo holds, with horizontal method for loading and unloading.

6. ~~S~~pecial ship under Art. 5 of MSC is a ship used for science, training, cultural, fire precautions, communication, customs and sanitary purposes, for piloting, for supervision exercising, for ice crashing, for searching and saving, for liquidation of aftermath and damages of perished property and etc.

7. ~~O~~il tanker is a ship, built or accommodated to carry oil or oil products in liquid condition in the tanks. Included in this definition are combined cargo ships and tankers . carrying chemicals, when transporting oil or oil products in liquid condition as cargo or part of thereof.

8. ~~T~~anker carrying chemicals is a ship built or accommodated to carry cargo, presenting noxious liquid substances. This definition includes also an oil tanker, carrying cargo fully or partially consisting of noxious liquid substances.

9. " Tank for segregated ballast is a tank only used for segregated ballast.

10. (Amend. . SG 72 of 2014; amend. by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016; amend., SG 76 of 2016, effective from 30.09.2016) "Call of a ship" is the period covering the stay of the ship in the port.

10a. (New . SG 72 of 2014; repealed by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016).

10 . (New . SG 72 of 2014; repealed by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016.).

11. ~~C~~argo quantity declared for handling is the declared in the general act or customs manifest quantity of cargo at discharging and/or in bill of lading . at loading the ship in a port for public transport of national importance. At river port for public transport, this is the quantity stated in the bill of lading or the customs manifest at discharging and/or in the act for loading of the port operator . at ship's loading.

12. ~~M~~essels in convoy is a temporary formation of towed/tugged vessels and tow/tugboat.

13. **Gross tonnage** is the tonnage amount of the total volume of a ship, defined according to the International Convention for Tonnage Measurement of Ships of 1969 (SG 15 of 2003) and recorded in the ships papers.

14. **Length overall** (LOA) of a ship is the distance measured from the foremost part of the bow to the aftermost part of the stern:

a) bow of the ship includes the watertight structures, forecastle, stem, bulwark (if any), but excludes rails and bowsprit;

b) stern of the ship includes the hull, transom, trawl ramp, bulwark, but excludes rails, slats, propulsion means, rudder and steering actuators, diving ladders and platforms.

15. (Amend. - SG 2 of 2008, SG 72 of 2014; amend. by Decision 8928 of SAC RB, SG 9 of 2016, effective from 2.02.2016) **Ship-generated waste** are all wastes including the bilge waters and the waste, different from the ship cargo residues result of ship operations and fall under the stipulations of Annexes I, IV and V of MARPOL 73/78, and also the cargo connected wastes, as defined in the implementation guidelines to Annex V of MARPOL 73/78.

16. **Cargo type** is the aggregations of various kinds of cargo which are handled with juxtapose technologies: bulk, liquid, containers, general, Ro-Ro, ferry-boats and others.

17. **Hour** is the time interval between an instant minute of the astronomic hour and the same minute of the succeeding hour.

18. (Amend. . SG 72 of 2014; amend. by Decision 8928 of SAC, SG 9 of 2016, effective from 2.02.2016) **Twenty-four hours** is the time interval between an instant hour of an astronomic twenty-four-hour period and the same hour of the succeeding twenty-four-hour period.

19. **Month** is the time interval between an instant number of a calendar month and the same number of the succeeding calendar month.

FINNAL PROVISION

§ 3. The Tariff is adopted by virtue of the Law on Maritime Spaces, Internal Waterways and Ports of the Republic of

Bulgaria, Article 103c and paragraph 4.