



# **Tariff for services of Gdynia Container Terminal Sp. z o.o.**

Valid as of March 1, 2024

Regulations approved by the Managing Director of Gdynia Container Terminal Sp. z o.o.

Order 1 /2024 dated February 29, 2024

## **A. General provisions**

1. „Tariff for services of Gdynia Container Terminal Sp. z o.o.“ is valid from March 1, 2024, at which date “The Tariff for services of Gdynia Container Terminal Sp. z o.o.“ valid from January 1, 2024 expires.
2. All rates and stipulations as shown herein are applicable in all cases, unless the contracting parties have agreed otherwise.
3. Gdynia Container Terminal Sp. z o.o. (GCT) renders services on the basis of electronic orders in GCT computer system or, if unavailable, on the basis of written orders (available at [www.gct.pl/instrukcje](http://www.gct.pl/instrukcje)) submitted by the ordering party, subject to the provisions of point V at page number 6 of this Tariff.
4. Payments are to be completed within 14 days from the date of invoice issuance, unless the contracting parties have agreed otherwise.
5. The Tariff rates are given in PLN net price.
6. All additional charges expressed in percentage are collected based on the rates stipulated herein.
7. The ordering party shall be the payer for any services rendered, unless the contracting parties have agreed otherwise.
8. Organization of work:
  - a) vessel operations: 24/7,
  - b) container land transportation operations: from Sunday 22.30 hours till Saturday 14.30 hours
  - c) container freight station related services: from Monday to Friday 08.00 hours till 16.00 hours
9. Services rendered on Saturdays, Sundays and public holidays will be subject to separate agreements between the ordering party and GCT.
10. GCT reserves the right to the interpretation of the terms and conditions of the Tariff.
11. This Tariff should be read together with the General Terms and Conditions of GCT.

## **B.1. Container services**

1. In the meaning of the Tariff, the term “containers” refers to standard ISO cargo units.
2. In the meaning of the Tariff, during loading, unloading, handling and marshalling operations, empty flat racks (flat racks, bolsters) stowed in tiers, are regarded as one full container.
3. For the purpose of cargo handling operations settlement, containers larger than 20’ are accounted as 40’ containers, and for the purpose of storage the following conversion factor is used for: 20’ - 1 TEU; 40’ - 2 TEU; 45’ - 2.25 TEU.

<b>[PLN]</b>					<b>% surcharges to the basic rate</b>				
<b>Lp.</b>	<b>FULL CONTAINERS - HANDLING OPERATIONS</b>	<b>Container</b>			<b>IMO</b>	<b>OS</b>	<b>DIF</b>	<b>ISPS <sup>(L)</sup></b>	<b>ECS <sup>(L)</sup></b>
1.	Loading/discharging of container, per unit <sup>(A)</sup>	<b>410,00</b>			100%	100%	100%	21,00	16,50
2.	Transshipment, per unit <sup>(B)</sup>	<b>690,00</b>			100%	100%	100%	21,00	33,00
3.	Shifting of container, per unit								
a)	inside the vessel's hold (shifting)	<b>150,00</b>				100%	100%		
b)	via shore (restowage)	<b>380,00</b>				100%	100%		
4.	Handling of container, per unit <sup>(C)</sup>								
a)	shipside - storage yard, or vice - versa	<b>200,00</b>			100%	100%	100%	21,00	16,50
b)	storage yard - truck, or vice - versa	<b>200,00</b>			100%	100%	100%		
5.	Reefer containers <sup>(E)</sup>								
a)	for dis/connecting of reefer container to/from power source, per unit	<b>120,00</b>							
b)	for generator's work monitoring and for power supplied, per hour	<b>32,00</b>							
6.	Verified Gross Mass (VGM) <sup>(F), (G), (H), (I), (J)</sup>								
a)	VGM administration fee	<b>38,00</b>							
b)	VGM weighing, per unit	<b>130,00</b>					100%		
<b>EMPTY CONTAINERS - HANDLING OPERATIONS</b>		<b>Container</b>			<b>IMO</b>	<b>OS</b>	<b>DIF</b>	<b>ISPS <sup>(L)</sup></b>	<b>ECS <sup>(L)</sup></b>
7.	Loading/discharging of container, per unit <sup>(A)</sup>	<b>375,00</b>					100%		16,50
8.	Transshipment, per unit <sup>(B)</sup>	<b>690,00</b>					100%		33,00
9.	Shifting of container, per unit								
a)	inside the vessel's hold (shifting)	<b>150,00</b>					100%		
b)	via shore (restowage)	<b>385,00</b>					100%		
10.	Handling of container, per unit <sup>(C)</sup>								
a)	shipside - storage yard, or vice - versa	<b>185,00</b>					100%		
b)	storage yard - truck, or vice - versa	<b>185,00</b>					100%		16,50
11.	Stacking and unstacking of flat racks, per set	<b>215,00</b>							
<b>FULL &amp; EMPTY CONTAINERS - STORAGE, VARIOUS OPERATIONS</b>		<b>20'</b>	<b>40'</b>	<b>45'</b>	<b>IMO</b>	<b>OS</b>	<b>DIF</b>	<b>ISPS <sup>(L)</sup></b>	<b>ECS <sup>(L)</sup></b>
12.	MARSHALLING <sup>(D)</sup>	<b>465,00</b>			100%	100%	100%		
13.	Lashing <sup>(E)</sup>	<b>16,00</b>							
14.	Unlashing <sup>(E)</sup>	<b>16,00</b>							
15.	Removal or attachment of cargo hatch cover on a ship	<b>610,00</b>							
16.	Storage <sup>(M), (N), (O), (P), (Q), (R)</sup>	<b>20'</b>	<b>40'</b>	<b>45'</b>	<b>IMO</b>	<b>OS</b>	<b>DIF</b>	<b>ISPS <sup>(L)</sup></b>	<b>ECS <sup>(L)</sup></b>
a)	day 1- day 5	<b>INCLUDED IN THE HANDLING RATE</b>							
b)	day 6- day 12	<b>22,00</b>	<b>44,00</b>	<b>49,50</b>		100%			
c)	day 13- day 19	<b>43,00</b>	<b>86,00</b>	<b>96,75</b>		100%			
d)	day 20-day 26	<b>65,00</b>	<b>130,00</b>	<b>146,25</b>		100%			
e)	day 26 - onwards	<b>85,00</b>	<b>170,00</b>	<b>191,25</b>		100%			
17.	Storage IMO (classes 1-9) <sup>(P), (Q)</sup>	<b>20'</b>	<b>40'</b>	<b>45'</b>					
a)	day 1- day 7	<b>43,00</b>	<b>86,00</b>	<b>96,75</b>					
18.	Sweeping and garbage removal, per container	<b>75,00</b>		<b>125,00</b>					
19.	Washing of container, per unit	<b>125,00</b>		<b>235,00</b>			100%		
20.	Use of emergency bath, per hour	<b>110,00</b>							
21.	Other services	<b>20'</b>	<b>40'</b>	<b>45'</b>	<b>IMO</b>	<b>OS</b>	<b>DIF</b>	<b>ISPS <sup>(L)</sup></b>	<b>ECS <sup>(L)</sup></b>
a)	Placing or removing labels, per set <sup>(T)</sup>	<b>100,00</b>							
b)	Placing or removing tarpaulins, per container OT type	<b>180,00</b>							
c)	Weighing of container, trallery, lorry, per unit	<b>130,00</b>							
d)	Verification of seal/sealing of container, per unit	<b>120,00</b>							
22.	Moving container within yard caused by incorrect information/pre-advice or lack of information/pre-advice; change of any data concerning the container ordered by the customer after the container enters the terminal	<b>170,00</b>				100%	100%		
23.	Extra fee for late notification of a container entering by rail; Erroneous notification fee, per unit	<b>170,00</b>							
24.	Idle time of vessel gang, per hour	<b>1450,00</b>							
25.	Change of payer fee <sup>(Y)</sup> , per unit	<b>110,00</b>							
26.	Issuing paper form of invoice, per unit	<b>11,00</b>							
27.	Extensive dwell time surcharge <sup>(Z)</sup> , per unit	<b>370,00</b>							

### **Additional charges:**

**IMO:** handlings - refers to containers with dangerous goods of IMO classes 1 to 9.

**OS:** handlings - refers to containers with oversized cargo when usage of additional handling equipment or non-standard storage technology is required (e.g. lack of stacking ability, storage method according to customer's special requirements); also refers to storage of full and empty tank containers (excluding those containing dangerous goods).

**DIF:** refers to: difficult loading, discharge and/or handling (e.g. damaged containers), specialized washing of containers; handling of empty containers from storage yard to ship's side by the number, non-standard railway carriages (e.g. with sideboards, stanchions), placing an order for VGM weighing which requires marshalling of a container less than 24 hours before the berthing of the vessel onto which this container is to be loaded.

**ISPS:** ISPS security charge.

**ECS:** Energy and fuel escalation cost surcharge. An additional surcharge resulting from increased energy and fuel costs relative to the 2021 base year applicable to every container handled.

## **B.2. Rail services**

1. In the meaning of the Tariff, the term "containers" refers to standard ISO cargo units.
2. In the meaning of the Tariff, during loading, unloading, handling and marshalling operations, empty flat racks (flat racks, bolsters) stowed in tiers, are regarded as one full container.
3. Containers larger than 20' shall be charged as 40' containers.

<b>[PLN]</b>		<b>% surcharges to the basic rate</b>				
<b>Lp.</b>	<b>TARIFF FOR RAIL SERVICES</b>	<b>20'</b>	<b>40'/45'</b>	<b>IMO</b>	<b>OS</b>	<b>DIF</b>
1.	Moving container within yard caused by incorrect information/preadvice or lack of information/pre-advice	<b>170,00</b>			100%	100%
2.	Idle time of rail gang, per hour	<b>900,00</b>				
3.	Stopover of rail carriage beyond allocated throughput capacity time, per hour of stopover of one carriage <sup>(z)</sup>	<b>50,00</b>				
4.	A reservation fee for unused throughput capacity of GCT container terminal siding, per hour of unused capacity of the container terminal siding. <sup>(z)</sup>	<b>130,00</b>				
5.	Handling of full container: storage yard - rail carriage or vice versa, per unit <sup>(c)</sup>	<b>255,00</b>		100%	100%	100%
6.	Handling of empty container: storage yard - rail carriage or vice versa, per unit <sup>(c)</sup>	<b>240,00</b>				100%

### **Additional charges:**

**IMO:** handlings - refers to containers with dangerous goods of IMO classes 1 to 9.

**OS:** handlings - refers to containers with oversized cargo when usage of additional handling equipment or non-standard storage technology is required (e.g. lack of stacking ability, storage method according to customer's special requirements); also refers to storage of full and empty tank containers (excluding those containing dangerous goods).

**DIF:** refers to: (a) difficult loading, discharge and/or handling (e.g. damaged containers); (b) specialized washing of containers; (c) handling of empty containers from storage yard to ship's side by the number; (d) non-standard railway carriages (e.g. with sideboards, stanchions); (e) placing an order for VGM weighing which requires marshalling of a container less than 24 hours before the berthing of the vessel onto which this container is to be loaded.

### **Additional information**

- A. Quayside (lo/lo) loading and discharge of a container, includes also:
- external inspection of container side walls, check of markings and check of seal presence
  - sealing of a full container (in import) in case the original seal is missing.
- B. Transhipment includes :
- unloading from the vessel
  - grounding in storage yard
  - pickup from storage yard
  - loading onto another vessel.

- C. Handling of container: storage yard - truck / rail wagon or vice versa, includes also:
- external inspection of container side walls, check of markings and check of seal presence
- D. Marshalling, that is moving of a container for the purpose of stuffing, stripping, customs clearance, veterinary control, phytosanitary control, scanning, contents tally, sample taking, technical check, weighing, seal control, preparing photographic documentation, etc., upon GCT premises, includes also:
- opening and closing of container's doors.
- In case of marshalling of a container for the purpose of customs clearance, veterinary inspection, phytosanitary inspection or scanning outside the GCT's area, the rate includes the hire of terminal trailer for 2 hours. In case this period is exceeded, a charge of 225 PLN per hour will be invoiced for terminal tractor hire.
- E. Lashing and unlashng of the container includes usual lashing and unlashng with specialised container ship's equipment
- F. Charges for connecting and disconnecting of a reefer container, for the generator's work monitoring and for the power supply include surcharge for the services rendered and ordered on Sundays and public holidays (if applicable).
- G. VGM administration fee concerns all containers that obligatorily require the identification of VGM, entries or changes made by GCT's employees in operating systems, on the basis of actual weighing service or written information from the Customer.
- H. VGM weighing charge refers to weighing of a container on the customer's order to determine the VGM value.
- I. In case the weighing order to determine the VGM value is received after the container has been grounded on the yard, a standard additional marshalling charge, covering stack – weighbridge – stack moves, will apply.
- J. It is required that the VGM weighing order for containers grounded on the yard is placed no later than 24 hours before berthing of the vessel onto which the containers are to be loaded; otherwise, GCT does not guarantee the fulfilment of the weighing service order and, consequently, the loading of the containers onto the vessel. In case GCT should accept the order for the VGM weighing service placed less than 24 hours, a surcharge of 100% will apply to both the weighing service and marshalling.
- K. All containers stuffed by GCT will be weighed to determine the VGM value. The costs of the VGM weighing service will be covered by the customer who places an order for container stuffing.
- L. In case of full containers, the security charge refers to each visit of a given container at the terminal. Energy Cost Surcharge is applicable to each visit of a given container at the terminal. In case the container is withdrawn from the terminal, both the ISPS and ECS surcharges shall also apply.
- M. In case export goods are loaded on board and subsequently unloaded from the same vessel, the calculation of the previous storage periods shall be resumed.
- N. The import grounding day is the date of unloading of a given container from the vessel. The export pickup day is the date of loading of a given container onto the vessel.
- O. The payer of storage costs shall be the Freight Forwarder unless otherwise agreed by the Parties in writing.
- P. According to the Instruction of hazardous goods handling, the period of storage of containers with dangerous goods of IMO classes 1 to 9 must not exceed 7 days. Past this period, GCT notifies the Harbour Master's Office in Gdynia. After exceeding the 7-day storage period of containers with dangerous goods of IMO classes 1 to 9, GCT is entitled to apply a 100% surcharge on storage, as well as additional costs related to administrative fees, handling, security and disposal costs of the container.

- Q. At GCT's notice, the Ordering Party is obliged to remove the container e.g. with dangerous goods compromising the safety of persons and property or posing a threat of damage or hazardous cargo which exceeded the storage period resulting from the Technological Instruction for Handling and Storage of Hazardous Cargo, regardless of the storage period included in the handling rate and/or the storage settlement with the shipping line under the liner THC. On the day following the issuing of the notice to remove the above mentioned container, the storage charge is 250,00 PLN per day. The fee for issuing of the notice is 100,00 PLN and will apply to the Ordering Party pre-advising the grounding or picking-up of the container.
- R. GCT reserves the right to charge additional fees resulting from the storage of containers with goods requiring particular supervision (monitoring). GCT will charge a fee calculated on the basis of man-hours of GCT's supervising employee or employees.
- S. For services ordered from Friday to Sundays and public holidays increased charges will be applicable as follows:
- on Fridays by **50%** for points included in Table B.1. *Container service*: from point 1 to 4a) and from point 7 to 10 a),
  - on Saturdays by: **50%**
  - on Sundays: **100%**
  - public holidays by: **150%**

In the meaning of the Tariff the term "public holidays" means:

- New Year, January 1<sup>st</sup> (starts on the previous day at 14:30)
- Epiphany, January 6<sup>th</sup>
- Easter
- Easter Monday
- Labour Day, May 1<sup>st</sup>
- Constitution Day, May 3<sup>rd</sup>
- Pentecost
- Corpus Christi
- Assumption Day, August 15<sup>th</sup>
- All Saints Day, November 1<sup>st</sup>
- Independence Day, November 11<sup>th</sup>
- Christmas Day, December 25<sup>th</sup> (starts on the previous day at 14:30)
- Boxing Day, December 26<sup>th</sup>

The surcharge is counted from the beginning of third shift. Third shift starts on the previous day at 22.30 hours.

- T. In the case of labelling, the supply of labels by the customer of the service is required. The container intended for labeling should be properly prepared by the customer. In case of non-fulfillment of the above condition, GCT reserves the right to refuse to perform the labeling service or to charge the customer with the costs associated with the preparation of the container.
- U. GCT reserves the right to move containers with oversized cargo to convenient, not conflicting with current operational activities, site on the terminal after the 14th day of storage. Irrespective of standard Tariff charges, all additional costs resulting from the moving operation shall be added to the invoice for pickup of cargo from the storage yard.
- V. In case GCT identifies the occurrence of any types of damage to a full container (for example: holes, cuts or other breakages of the panelling) that may cause an immediate danger to cargo, such damage shall be secured without an undue delay at the customer's expense, without having to obtain an order from the customer. GCT will charge a fee calculated on the basis of man-hours, according to the rate specified in point C.7 of the table below – one half man-hour for each secured point. In case the

customer places a regular order for the preparation of photographic documentation of the securing services rendered, a one man-hour charge will apply.

- W. In case the customer places an order for the preparation of photographic documentation of the condition of: a container, carriage, cargo etc., located within the GCT terminal area, GCT will charge a fee equal to one man-hour.
- X. In case the customer places an order for access to the records of the monitoring system (CCTV), these records (if available) may be made available at the charge equal to one man-hour.
- Y. In case the change of payer information is received before the service execution and invoice issuance, the additional fee defined in section B.1. point 25 will not be applied.
- Z. A fee charged for rail carriage stopover at the GCT railway siding after GCT's prior notification of the need to collect rail carriages (resulting from, for example, delayed entry of a locomotive to collect rail carriages already handled by GCT).
- Ż. A reservation fee for unused throughput capacity of GCT's container terminal siding. The fee will be information charged if the on resignation from the reserved container terminal siding is provided later than 48 hours before the planned arrival and is charged per hour of unused capacity of the container terminal siding.
- Ź. This is a one-time fee charged for each full import or export container remaining at the terminal over 9 days. The fee is charged to the entity responsible for the fees for storage irrespective of the storage charges billed according to separate valid agreements.

### C. Containerized cargo

[PLN]						
Lp.		DIRECT HANDLING	INDIRECT HANDLING <small>refers to two moves</small>	PALLETIZING OR DEPALLETIZING	WEIGHING	
<b>1. BREAK BULK CARGO <sup>(H)</sup></b>						
a)	Cargo lot up to 500kg	KG	1,60	2,70	1,60	0,95
b)	Cargo lot up to 1 tony	KG	1,00	1,60	1,30	0,95
c)	Cargo lot above 1 tony	TON	100,00	140,00	120,00	52,00
d)	Break bulk cargo with a stowage factor over 5 CBM/TON <sup>(B)</sup>	M <sup>3</sup>	25,00	35,00	30,00	13,00
<b>2. UNITIZED CARGO <sup>(H)</sup></b>						
a)	Unitized cargo	TON	76,00	100,00		52,00
b)	Unitized & break bulk cargo with a stowage factor over 5 CBM/TON <sup>(B)</sup>	M <sup>3</sup>	19,00	25,00		
<b>3. GENERAL CARGO STORAGE</b>						
a)	Unitized cargo	TON	5 day free storage period included in the respective service rate, than 6,30 per day			
b)	Unitized & break bulk cargo with a stowage factor over 5 CBM/TON <sup>(B)</sup>	M <sup>3</sup>	5 day free storage period included in the respective service rate, than 6,30 per day			
<b>4. VEHICLES</b>						
a)	Motorcycles,quads	PCS	210,00	375,00		
b)	Passenger cars	PCS	420,00	715,00		
c)	Trucks	PCS	840,00	1450,00		
d)	Other - special vehicles	TON	210,00	360,00		
<b>5. VEHICLES STORAGE</b>						
a)	Motorcycles, passenger cars, trucks and other	PCS	5 day free storage period included in the respective service rate, than 100,00 per day			
<b>6. CARS DUNNAGE</b>						
a)	1 car in 20'		650,00 per container			
b)	2 car in 40'		950,00 per container			
<b>7. OTHER NOT SPECIFIED HANDLING RELATED WORKS TO BE CALCULATED ON THE BASIS OF MANHOURS e.g.</b>						
a)	Lashing <sup>(S)</sup>	HOUR	170,00			
b)	Sorting					
c)	Moving					
d)	Securing by steel band or rope					
e)	Sample taking					
f)	Securing by plastic foil					
g)	Labelling					
h)	Changing incorrect information about cargo stored in yard or warehouse; other administrative work	PCS	85			

## **Additional information**

- A. In the meaning of the Tariff, the rates for general cargo refer to cargo handled from/to the container discharged or loaded on GCT by maritime carriage.
- B. For handling of general cargo with stowage factor exceeding 5 cu. m. / ton, cu. m. shall be used for the purpose of calculation of the charges. The rate amounts to 25% of the respective rate per ton (of unitized cargo or break bulk cargo, lot above 1000 kg) in accordance with the above table. The lack of information regarding dimensions of the cargo will result in charges based on the cubature of the container.
- C. For the purpose of charges calculation, 100 kg is a minimal cargo lot and for the purpose of storage charges – 1 ton.
- D. The term cargo lot refers to the quantity displayed on one single order.
- E. For the purpose of calculation, cargo lots above 1 ton are rounded up to full 100 kg.
- F. The basis for calculation is the gross weight of the cargo.
- G. In special cases (e.g.: handling operations of untypical cargo), GCT reserves the right to calculate the rates in accordance with separate conditions agreed between the ordering party and GCT.
- H. For handling operations of dangerous cargo with IMO classes 1 to 9, the rates are increased by 100%. Such operations require prior written agreement with the Container Freight Station (CFS) Department at [cfs@gct.pl](mailto:cfs@gct.pl).
- I. In case of cargo inspection, GCT reserves the right to calculate the rates based on the number of effectively worked man hours and effectively worked hours of the equipment.
- J. Direct handling refers to the following moves:
- truck - container, or vice versa
  - container - container
  - truck - truck.
- GCT reserves the right to account for the lashing and/or unlashing of the load according to the man-hours effectively worked and the equipment hours effectively worked.
- K. Indirect handling refers to the following moves:
- truck - warehouse/storage yard - container, or vice versa
  - container - warehouse/storage yard - container
  - truck - warehouse/storage yard - truck.
- For the purpose of calculation of the charges, indirect handling shall be split into two equal moves, in accordance with the order. The transfer of cargo from a warehouse or customs time-limited storage facilities to the customs bonded warehouse is treated as the indirect handling service. GCT reserves the right to account for the lashing and/or unlashing of the load according to the man-hours effectively worked and the equipment hours effectively worked.
- L. Storage services as understood in this Tariff include storage of cargoes in warehouses and open storage areas.
- M. The storage period is counted from the day of delivery to the day of releasing the cargo from a warehouse or an open storage area. In case the cargo is stored for more than 30 days, the settlement of storage charges will be performed periodically (weekly, monthly, quarterly, etc.) at the sole discretion of GCT.
- N. In case the cargo is stored in the customs bonded warehouse, the storage rates for general cargo and vehicles will increase by 100%. The transfer of cargo to the customs bonded warehouse does not result in the renewal of the storage period included in the handling rate.
- O. For hard to handle unloading / loading from / onto truck and stuffing / stripping with general cargo including non-operational vehicles when usage of additional handling equipment is required, rates are increased by 100%.



- P. For stuffing/stripping of containers with vehicles stowed in tiers or when usage of additional GCT handling equipment is required, the rates are increased by 100%.
- Q. Hire of cargo handling equipment is subject to separate agreements.
- R. Handling of special, untypical and/or heavy lifts is subject to individual agreements.
- S. For the purpose of settlement of the services rendered, the costs of effectively used stowage materials are added.
- T. GCT reserves the right to move oversized and break bulk cargo to convenient, not conflicting with current operational activities, site on the terminal after the 14th day of storage. Irrespective of standard Tariff charges, all additional costs resulting from the moving operation shall be added to the invoice for pickup of cargo from the storage yard.
- U. For services ordered and rendered on weekends and public holidays increased charges will be applicable as follows:
  - on Saturdays by: **50%**
  - on Sundays by: **100%**
  - on public holidays by: **150%**

In the meaning of the Tariff the term “public holidays” means:

- New Year, January 1<sup>st</sup> (starts on the previous day at 14:30)
- Epiphany, January 6<sup>th</sup>
- Easter
- Easter Monday
- Labour Day, May 1<sup>st</sup>
- Constitution Day, May 3<sup>rd</sup>
- Pentecost
- Corpus Christi
- Assumption Day, August 15<sup>th</sup>
- All Saints Day, November 1<sup>st</sup>
- Independence Day, November 11<sup>th</sup>
- Christmas Day, December 25<sup>th</sup> (starts on the previous day at 14:30)
- Boxing Day, December 26<sup>th</sup>

The surcharge is counted from the beginning of third shift. Third shift starts on the previous day at 22.30 hours.

- V. For services ordered and rendered outside the warehouse’s working hours, increased by 50% charges will be applicable, unless individually agreed otherwise.

#### **D. Conventional cargo**

1. GCT offers quayside (lo/lo) discharge / loading, handling and storage of heavy lifts.
2. Handling services of heavy lifts up to 100 tons are rendered with the use of GCT equipment.
3. The above services defined in point 1 & 2 are calculated in accordance with separate agreements.
4. After specified free storage period GCT reserves the right to relocate cargo to the place that is convenient and that doesn’t interfere with GCT’s activities. Any additional cost related to the relocation operations will be included in the invoice for handling operations.
5. For services ordered and rendered on weekends and public holidays increased charges will be applicable as follows:
  - on Saturdays by: **50%**
  - on Sundays by: **100%**
  - on public holidays by: **150%**

In the meaning of the Tariff the term “solemn public holidays” means:

- New Year, January 1<sup>st</sup> (starts on the previous day at 14:30)
- Epiphany, January 6<sup>th</sup>

- Easter
- Easter Monday
- Labour Day, May 1<sup>st</sup>
- Constitution Day, May 3<sup>rd</sup>
- Pentecost
- Corpus Christi
- Assumption Day, August 15<sup>th</sup>
- All Saints Day, November 1<sup>st</sup>
- Independence Day, November 11<sup>th</sup>
- Christmas Day, December 25<sup>th</sup> (starts on the previous day at 14:30)
- Boxing Day, December 26<sup>th</sup>

The surcharge is counted from the beginning of third shift. Third shift starts on the previous day at 22.30 hours.

#### **E. Hire of cargo handling equipment**

1. Reachstacker, per hour: 1000,00 PLN
2. Forklift, per hour: 350,00 PLN
3. Terminal truck, per hour: 450,00 PLN

The hire charge for other handling equipment will be agreed on an individual basis.

#### **F. Hire of specialist labour**

1. Grinder, per hour: 255,00 PLN
2. Welder, per hour: 255,00 PLN
3. Crane operator, per hour: 255,00 PLN
4. Other, per hour: 170,00 PLN

#### **G. GCT infrastructure access fee**

[PLN]			% surcharges to the basic rate
Lp.	TARIFF FOR INFRASTRUCTURE ACCESS		
1.	Wharfage charge	As per Tariff of Harbour Dues of Port of Gdynia Authority currently in force	ATB GCT: FRIDAY-SUNDAY
2.	Rail infrastructure access fee; per carriage	55,00	DIF: 100%
3.	Road infrastructure access fee; per vehicle	12,00	
4.	Wharf rental fee; per linear meter; for each commenced day	To be agreed on an individual basis	
5.	Rental of storage space	To be agreed on an individual basis	

#### **Additional charges:**

**DIF:** refers to: (a) difficult loading, discharge and/or handling (e.g. damaged containers); (b) specialized washing of containers; (c) handling of empty containers from storage yard to ship's side by the number; (d) non-standard railway carriages (e.g. with sideboards, stanchions); (e) placing an order for VGM weighing which requires marshalling of a container less than 24 hours before the berthing of the vessel onto which this container is to be loaded.

#### **ATB GCT FRIDAY - SUNDAY**

For vessels whose time of berthing at GCT (ATB) is from Friday to Sunday, discounts on wharfage charge under the ZMPG S.A. Port Fee Tariff do not apply.

#### **Additional information**

- A. The railway operator shall be the payer for railway infrastructure access fee.
- B. The ordering party pre-advising the vehicle shall be the payer for road infrastructure access fee.
- C. Tariff of Harbour Dues of Port of Gdynia Authority is available on the website

<https://www.port.gdynia.pl/en/about-port/tariff-of-harbour-dues>