

TARIFF 2020

**for services Gdynia Container Terminal Spółka Akcyjna
valid from January 1, 2020**

A. General provisions

1. „Tariff for services of Gdynia Container Terminal S.A." is valid from January 1, 2020, at which date "The Tariff for services of Gdynia Container Terminal S.A." valid from January 1, 2019 expires.
2. All rates and stipulations as shown herein are applicable in all cases, unless the contracting parties have not agreed otherwise.
3. Gdynia Container Terminal S.A. (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) submitted by the ordering party, subject to the provisions of point S at page number 5 of this tariff.
4. Payments are to be completed within 14 days from the date of invoice issuance, unless the contracting parties have not agreed otherwise.
5. The tariff rates are given in PLN net price.
6. All additional charges expressed in per cent 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 8.00 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.

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. Containers larger than 20’ shall be charged as 40’ containers.

[PLN]										
Lp	FULL CONTAINERS - HANDLING OPERATIONS	20'	40'/45'	Saturday ^(R)	Sunday ^(R)	Holidays ^(R)	IMO	OS	DIF	ISPS ^(L)
1.	Loading/discharging of container, per unit ^(A)	255,00	320,00	50%	100%	150%	100%	50%	50%	12,00
2.	Transshipment, per unit ^(B)	540,00		50%	100%	150%	100%	50%	50%	12,00
3.	Shifting of container, per unit									
a)	inside the vessel's hold (shifting)	115,00		50%	100%	150%		50%	50%	
b)	via shore (restowage)	300,00		50%	100%	150%		50%	50%	
4.	Handling of container, per unit ^(C)									
a)	shipside - storage yard, or vice - versa	125,00	160,00	50%	100%	150%	100%	50%	50%	12,00
b)	storage yard - truck, or vice - versa	125,00	160,00	50%	100%	150%	100%	50%	50%	
5.	Reefer containers ^(E)									
a)	for dis/connecting of reefer container to/from power source, per unit	70,00		-	-	-				
b)	for generator's work monitoring and for power supplied, per hour	10,00		-	-	-				
6.	Verified Gross Mass (VGM) ^{(F), (G), (H), (I), (J)}									
a)	VGM administration fee	30,00		50%	100%	150%				
b)	VGM weighing, per unit	80,00		50%	100%	150%			100%	
c)	VGM marshalling	250,00	325,00	50%	100%	150%	100%	50%	100%	
	EMPTY CONTAINERS - HANDLING OPERATIONS	20'	40'/45'				IMO	OS	DIF	ISPS ^(L)
7.	Loading/discharging of container, per unit ^(A)	230,00	290,00	50%	100%	150%			50%	
8.	Transshipment, per unit ^(B)	540,00		50%	100%	150%			50%	
9.	Shifting of container, per unit									
a)	inside the vessel's hold (shifting)	115,00		50%	100%	150%			50%	
b)	via shore (restowage)	300,00		50%	100%	150%			50%	
10.	Handling of container, per unit ^(C)									
a)	shipside - storage yard, or vice - versa	110,00	145,00	50%	100%	150%			50%	
b)	storage yard - truck, or vice - versa	110,00	145,00	50%	100%	150%			50%	
11.	Stacking and unstacking of flat racks, per set	145,00		50%	100%	150%				
12.	Sweeping and garbage removal, per container	45,00	90,00	-	-	-				
13.	Washing of container, per unit	80,00	160,00						100%	
	FULL & EMPTY CONTAINERS - STORAGE, VARIOUS OPERATIONS	20'	40'/45'				IMO	OS	DIF	ISPS ^(L)
14.	MARSHALLING ^(D)	250,00	325,00	50%	100%	150%	100%	50%	50%	
15.	Lashing ^(E)	12,00		50%	100%	150%				
16.	Unlashing ^(E)	12,00		50%	100%	150%				
17.	Storage ^{(M), (N), (O), (P), (Q)}									
a)	day 1-7	INCLUDED IN HANDLING CHARGE								
b)	day 8-14	13,00	26,00				100%	50%		
c)	day 15-21	26,00	52,00				100%	50%		
d)	day 22-28	39,00	78,00				100%	50%		
e)	day 28+	52,00	104,00				100%	50%		
16.	Other services	20'	40'/45'				IMO	OS	DIF	ISPS ^(L)
a)	Placing or removing labels, per set ^(S)	60,00		50%	100%	150%				
b)	Placing or removing tarpaulins, per container OT type	90,00		50%	100%	150%				
c)	Weighing of container, trailer, lorry, per unit	80,00		50%	100%	150%				
d)	Verification of seal/sealing of container, per unit	80,00		50%	100%	150%				
18.	Moving container within yard caused by incorrect information/pre-advise or lack of information/pre-advise	126,00		50%	100%	150%		50%	50%	
19.	Idle time of vessel gang, per hour	966,00								
20.	Change of payer fee ^(T)	42,00								
21.	Issuing paper form of invoice, per unit	10,00								

Additional charges:

IMO: handlings - refers to containers with dangerous goods of IMO classes 1 to 8; storage - refers to containers with dangerous goods of IMO classes 1 to 8.

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.

ISPS: ISPS security charge.

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.

[PLN]										
Lp	TARIFF FOR RAIL SERVICES	20'	40'/45'	Saturday ^(R)	Sunday ^(R)	Holiday ^(R)	IMO	OS	DIF	ISPS ^(L)
1.	GCT rail infrastructure access fee, per carriage	53,00		-	-	-				
2.	Moving container within yard caused by incorrect information/preadvice or lack of information/pre-advice	126,00		50%	100%	150%		50%	50%	
3.	Idle time of rail gang, per hour	440,00		-	-	-				
4.	Stopover of rail carriage beyond allocated throughput capacity time, per hour of stopover of one carriage ⁽²⁾	11,00		-	-	-				
5.	A reservation fee for unused throughput capacity of GCT container terminal siding, per hour of unused capacity of the container terminal siding. ⁽²⁾	100,00		-	-	-				
6.	Handling of full container: storage yard - rail carriage or vice versa, per unit ^(C)	170,00	210,00	50%	100%	150%	100%	50%	50%	
7.	Handling of empty container: storage yard - rail carriage or vice versa, per unit ^(C)	160,00	194,00	50%	100%	150%			50%	

Additional charges:

IMO: handlings - refers to containers with dangerous goods of IMO classes 1 to 8; storage - refers to containers with dangerous goods of IMO classes 1 to 8.

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.

ISPS: ISPS security charge.

Additional information

- A. Quayside (lo/lo) loading and discharge of a container, includes also:
 - hatch opening and closing
 - external inspection of container side walls, check of markings and seals
 - customary lashing or unlashng of container with specialized container handling vessel equipment
 - sealing of a full container (in import) in case the original seal is missing.
- B. Transshipment 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 seals.
- 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.
- 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. In case the container is withdrawn from the terminal, the ISPS surcharge 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. According to the Instruction of hazardous goods handling, the period of storage of containers with dangerous goods of IMO classes 1 to 8 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 8, GCT is entitled to apply a 100% surcharge on storage.
- P. At GCT's notice, the Ordering Party is obliged to remove the container with dangerous goods compromising the safety of persons and property and posing a threat of damage, 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 at the rate specified in point B.1. 17e) and increased by 100% will apply to the Ordering Party pre-advising the grounding or picking-up of the container.
- Q. 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.
- R. For services ordered and rendered on Saturdays, Sundays and public holidays increased charges will be applicable as follows:
- on Saturdays from 14:30 hours: **50%**
 - on Sundays and public holidays by: **100%**
 - on solemn public holidays by: **150%**

In the meaning of the tariff the term "solemn public holidays" means:

- New Year
- Epiphany
- Easter
- Easter Monday till 14.30 hours
- May 1st

- May 3rd
- Corpus Christi
- Assumption Day, August 15th
- November 1st
- November 11th
- Christmas Eve from 14.30 hours
- Christmas Day
- Boxing Day, 26th December till 14.30 hours
- New Year's Eve (Dec. 31st) from 14.30 hours.

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

- S. In the case of labelling, the supply of labels by the customer of the service is required
- T. 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.
- U. 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 6 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 20 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).
- Ž. A reservation fee for unused throughput capacity of GCT's container terminal siding. The fee will be charged if the information 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.

C. Containerized cargo

[PLN]										
Lp.		DIRECT HANDLING	INDIRECT HANDLING refers to two moves	PALLETIZING OR DEPALLETIZING	WEIGHING	Saturday	Sunday	Holiday		
1. BREAK BULK CARGO ⁽⁴⁾										
a)	Cargo lot up to 500kg	KG	0,50	1,00	0,75	0,40	50%	100%	150%	
b)	Cargo lot up to 1 tony	KG	0,40	0,80	0,60	0,30	50%	100%	150%	
c)	Cargo lot above 1 tony	TON	52,00	80,00	64,00	26,00	50%	100%	150%	
d)	Break bulk cargo with a stowage factor over 5 CBM/TON ⁽⁶⁾	M ³	13,00	20,00	16,00	6,50	50%	100%	150%	
2. UNITIZED CARGO ⁽⁴⁾										
a)	Unitized cargo	TONA	42,00	56,00		29,00	50%	100%	150%	
b)	Unitized & break bulk cargo with a stowage factor over 5 CBM/TON ⁽⁶⁾	M ³	10,50	14,00			50%	100%	150%	
3. GENERAL CARGO STORAGE										
a)	Unitized cargo	TON	14 day free storage period included in the respective service rate, than 2,70 per day				-	-	-	
b)	Unitized & break bulk cargo with a stowage factor over 5 CBM/TON ⁽⁶⁾	M ³	14 day free storage period included in the respective service rate, than 0,65 per day				-	-	-	
4. FOOD PRODUCTS STORAGE										
a)	Unitized cargo	TON	14 day free storage period included in the respective service rate, than 2,70 per day 2,70				-	-	-	
b)	Unitized & break bulk cargo with a stowage factor over 5 CBM/TON ⁽⁶⁾	M ³	14 day free storage period included in the respective service rate, than 0,65 per day				-	-	-	
5. VEHICLES										
a)	Motorcycles, quads	PCS	70,00	105,00			50%	100%	150%	
b)	Passenger cars	PCS	125,00	185,00			50%	100%	150%	
c)	Trucks	PCS	235,00	330,00			50%	100%	150%	
d)	Other - special vehicles	TON	60,00	85,00			50%	100%	150%	
6. VEHICLES STORAGE										
a)	Motorcycles, passenger cars, trucks and other	PCS	7 day free storage period included in the respective service rate, than 37,00 per day				-	-	-	
7. CARS DUNNAGE										
a)	1 car in 20'		420,00 PLN per container				50%	100%	150%	
b)	2 car in 40'		630,00 PLN per container				50%	100%	150%	
8. OTHER NOT SPECIFIED HANDLING RELATED WORKS TO BE CALCULATED ON THE BASIS OF MANHOURS e.g.										
a)	Lashing ⁽⁵⁾	HOUR	120,00 PLN; charges are counted for each 1/2 hour commenced				50%	100%	150%	
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									

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 and storage 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 (f.e.: 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 8, the rates are increased by 100%. Such operations require prior written agreement with the Container Freight Station (CFS) Department at 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.
- 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.

- 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 un / 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 50%.
- 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 Saturdays, Sundays and public holidays increased charges will be applicable as follows:
 - on Saturdays from 14:30 hours: **50%**
 - on Sundays and public holidays by: **100%**
 - on solemn public holidays by: **150%**

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

- New Year
- Epiphany
- Easter
- Easter Monday till 14.30 hours
- May 1st
- May 3rd
- Corpus Christi
- Assumption Day, August 15th
- November 1st
- November 11th
- Christmas Eve from 14.30 hours
- Christmas Day
- Boxing Day, 26th December till 14.30 hours
- New Year's Eve (Dec. 31st) from 14.30 hours.

The surcharge is counted from the beginning of shift one. Shift one 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 Saturdays, Sundays and public holidays increased charges will be applicable as follows:
 - on Saturdays from 14:40 hours: **50%**
 - on Sundays and public holidays by: **100%**
 - on solemn public holidays by: **150%**

In the meaning of the tariff the term "solemn public holidays" means:

- New Year
- Epiphany
- Easter
- Easter Monday till 14.30 hours
- May 1st
- May 3rd
- Corpus Christi
- Assumption Day, August 15th
- November 1st
- November 11th
- Christmas Eve from 14.30 hours
- Christmas Day
- Boxing Day, 26th December till 14.30 hours
- New Year's Eve (Dec. 31st) from 14.30 hours.

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

E. Hire of cargo handling equipment (operator included in charge)

The relevant fees are charged for each commenced time unit as applicable:

1. Ship-to-shore gantry crane, per hour: **3 100,00 PLN**
2. Rubber-tyred gantry crane, per hour: **900,00 PLN**
3. Quay crane 50 tons capacity, per hour: **900,00 PLN**
4. Mobile harbour crane 100 tons capacity, per hour: **1 600,00 PLN**
5. Reachstacker, per hour: **750,00 PLN**
6. Forklift, per hour: **250,00 PLN**
7. Terminal trailer, per hour: **350,00 PLN**

Charges shown in items 5, 6 and 7 are counted for each commenced ½ hour.

F. Hire of specialist labour

1. grinder, per hour: **180,00 PLN**
2. welder, per hour: **180,00 PLN**
3. crane operator, per hour: **150,00 PLN**