



DCT GDANSK

A Member of the  PSA Group

STANDARD TARIFF

DCT GDANSK

CONTAINER OPERATIONS

Tariff valid from 1 January 2022

DCT Gdansk Standard Tariff

Definitions

- I. DCT – the container terminal of DCT Gdansk.
- II. Public Holidays
Christmas Eve: from 15:00 on 24 Dec., 25 Dec.;
New Year's Eve: from 15:00 on 31 Dec., 1 Jan.;
Easter: from 15:00 on Easter Saturday, Easter Sunday;
3 May, 1 November, 11 November.
Other Public Holidays not mentioned above will be considered as Sundays.
- III. Tariff – Standard Tariff of DCT.
- IV. Containers smaller than 40' will be settled as a 20' container or 40' container (2TEU), regarding the detailed arrangements in the Tariff.
- V. Out of gauge containers (OOG) - all containers with oversized cargo with access to the upper or lower casting corners:
 - ❖ Where total gross weight of cargo and container tare of up to 37.00 tonnes, the height of cargo cannot exceed 2.10 m (applies to 20') or 2.40 m (applies to 40') over the container's outline (OH), the width cannot exceed 0.80 m per side over the container's outline (OW) or will be charged with a non-ISO surcharge.
 - ❖ Where the total gross weight of the cargo and container tare of up to 40.00 tonnes, without OH, the width cannot exceed 0.80 m per side (OW) or will be charged with a non-ISO surcharge.All containers with cargo not subject to the standard described in this section will be treated and settled based on separate arrangements with the Principal.
- VI. Hazardous cargo in containers: **IMO** cargo in classes 1-6 and 8, 9 subject to a surcharge of 100% to the rates for loading or discharging of containers and cargo.
- VII. Change of information – any change of any data regarding the container and cargo ordered by the Client, including change of information connected with the IMO SOLAS VGM convention after the container gates in.
- VIII. Unitised cargo – cargo on standard pallets, in big bags, slings or packets.
- IX. Non-unitised cargo – boxes, cartons, drums, bags, cargo on skids, base (wooden or steel), bales, steel products, structural elements, etc., such as cargo not formed in standard transport units.
- X. Railway service manipulation fee – fee for activities performed by DCT employees, collected by DCT from the Principal arranging railway transport. The manipulation fee covers services not included in Container Handling Charges, point 1. in this Tariff.
- XI. ETA – Estimated Time of Arrival indicated as day and time.

General information

- I. The Tariff provisions and rates are applicable to the extent that they are not contrary to the terms and rates of THC (Terminal Handling Charges) applied by the shipping line.
- II. Unless otherwise agreed by the Parties in writing, any rights and obligations under the Tariff are regulated by the DCT Terms of Business and binding DCT Procedures and Regulations. The said documentation is available at: [dctgdansk/download library/](https://dctgdansk.com/download-library/)
- III. Charges included in the Tariff are valid, unless DCT and the Principal expressly agreed otherwise in writing.
- IV. DCT renders services on the basis of written or electronic orders, submitted in the format defined by DCT.
- V. The Principal is at the same time the payer for the services provided by DCT, unless otherwise agreed in writing. The payer for the services is an entity whose data is available in the terminal operating system at the time of service provision.
- VI. All charges detailed in the Tariff are net charges. VAT will be added to all charges in the rate applicable on the invoice date.
- VII. Conversion of the charge into the payment currency (PLN) is done according to the average rate of exchange of the Polish National Bank valid for the day of service completion.
- VIII. For services performed on Saturdays, Sundays and Public Holidays a relevant holiday surcharge will be applicable.
- IX. Services not included in the Tariff will be agreed separately between DCT and the Principal.

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1. CONTAINER HANDLING CHARGES

Item	Service name	Unit	Rate	% surcharge to the basic rate				
				Saturday	Sunday	Holiday	Non-ISO	IMO 1-6; 8,9
1.	Container handling charges							
1.1	Full and empty ISO containers¹							
1.1.1	Unloading/loading in ship's hold – ship's rail relation or vice versa	container	€96.00	50%	100%	150%	100%	100%
1.1.2	Handling in ship's rail – yard relation or vice versa	container	€45.00	50%	100%	150%	100%	100%
1.1.3	Handling in yard – truck relation or vice versa	container	€45.00	50%	100%	150%	100%	100%
1.1.4	Handling in yard – wagon relation or vice versa	container	€75.00	50%	100%	150%	100%	100%
1.1.5	The surcharge for delivery the container in export earlier then 8 days before vessel's ETA ²	container	€83.00	-	-	-	-	-
1.2	Reefer containers							
1.2.1	Power supply and monitoring (for started calendar day)	container	€50.00	-	-	-	-	-
1.2.2	Plug in or plug out on yard (for each 2 actions)	container	€25.00	50%	100%	150%	-	100%
1.2.3	Clip on or clip off aggregates (for each action)	container	€25.00	50%	100%	150%	-	100%
1.2.4	Additional power supply - Hot Stuffing (for started calendar day)	container	€50.00	-	-	-	-	-
1.3	Container storage^{3, 4}							
1.3.1	Full and empty container storage (per calendar day per container)							
	First 5 days from the day of delivery at the terminal included in the handling rate and thereafter:							
	day 06 – day 14	TEU	€6.00	-	-	-	-	100%
	day 15 – day 21	TEU	€12.00	-	-	-	-	100%
	day 22 – day 28	TEU	€18.00	-	-	-	-	100%
	day 29 – day 90	TEU	€36.00	-	-	-	-	100%
	day 91 – onwards	TEU	€72.00	-	-	-	-	100%
1.4	Container manipulation							
1.4.1	Move from yard and move back on yard ⁵	container	€83.00	50%	100%	150%	100%	100%
1.4.2	Reefer containers move from yard and move back on yard ^{5, 6}	container	€133.00	50%	100%	150%	-	100%

¹ IMO surcharge is charged in case of empty containers with remnant of the IMO goods.

² Subject to actual operational situation, communicated by DCT.

³ Storage of 45' containers – settlement according to the indicator 3x TEU (1 TEU=20').

⁴ All import containers staying at the terminal for more than 14 days will be moved to a long storage area at an additional cost as per service specified under position 1.4.1.

⁵ Container manipulation connected with the move of a container from yard (and back) for stuffing, stripping, etc., single door opening and single seal placing, if necessary.

⁶ The rate includes plug in and plug out of reefer containers necessary for inspections, stuffing, stripping, etc.

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Item	Service name	Unit	Rate	% surcharge to the basic rate				IMO 1-6; 8,9
				Saturday	Sunday	Holiday	Non-ISO	
1.5	Inspections							
1.5.1	Container manipulation: move from yard and move back to yard ⁷	container	€83.00	50%	100%	150%	100%	100%
1.5.2	Reefer container manipulation: move from yard and move back to yard ^{6,7}	container	€133.00	50%	100%	150%	-	100%
1.5.3	Cargo turn out in each relation – partial inspection ^{8,9}	ton	€21.00	50%	100%	150%	-	100%
1.5.4	Cargo turn out in each relation – 100% inspection ^{9,10}	ton	€21.00	50%	100%	150%	-	100%
1.5.5	Partial inspection or 100% inspection – without cargo turn out ¹¹	container	€242.00	50%	100%	150%	-	100%
1.5.6	Scrap turn out ¹²	container	€262.00	50%	100%	150%	-	-
1.6	Other charges							
1.6.1	ISPS (for full container)	container	€15.00	-	-	-	-	-
1.6.2	Change of information	container	€39.00	-	-	-	-	-
1.6.3	Additional move (in yard-yard, wagon-wagon, truck-truck relations, or on wagon, on truck) ¹³	container	€36.00	50%	100%	150%	100%	100%
1.6.4	Weighing per container or truck ¹⁴ – from gate – from yard ¹⁵	container	€28.00 €100.00	50% 50%	100% 100%	150% 150%	- 100%	100% 100%
1.6.5	Door opening and/or attaching the seal	service	€16.00	50%	100%	150%	-	100%
1.6.6	Labelling or removing labels to/from containers	container	€28.00	50%	100%	150%	-	-
1.6.7	Sweeping and rubbish removal (except untypical rubbish)	container	€26.00	50%	100%	150%	-	-
1.6.8	Installing/uninstalling a tarpaulin on/off "open top" container (per action)	container	€29.00	50%	100%	150%	-	-
1.6.9	Piling up "flat rack" containers in sets or vice versa ^{16,17}	service	€80.00	50%	100%	150%	-	-
1.6.10	Invoice issuing and sending in hard copy	invoice	€10.00	-	-	-	-	-

⁷ Container manipulation connected with the move of a container from yard (and back) for customs examination, scan, inspection, fumigation, cargo turn out of up to 200 kg or one cargo unit like pallet, big bag, packet, roll, cardboard, ball, single door opening and single seal placing, if necessary.

⁸ Cargo turn out – partial inspection of cargo of weight above 200 kg or above one cargo unit weight like pallet, big bag, packet, roll, cardboard, ball up to 50% of cargo weight in container will be settled for 50% of total weight of cargo in the container regardless of the weight or quantity of turned out cargo.

⁹ Cargo turn out in relation container – warehouse/yard or vice versa and cargo turn out during fumigation. In exceptional cases the rates will be agreed separately based on effective cost of labour and working time of equipment.

¹⁰ Cargo turn out – 100% inspection of cargo will be settled as for 100% of total weight of cargo in the container regardless of the weight or quantity of turned out cargo.

¹¹ Regarding partial and 100% inspections ordered and agreed by Customer with Public Authorities, but without performing cargo turn out for reasons dependent on Public Authorities.

¹² Rate includes move of container from yard (and back) for customs inspection or examination and cargo turn out in relation container – yard and vice versa.

¹³ Rate applicable also in case of resignation from container pick up (before container leaves the terminal), and also change of container's position on a trailer, including turning of container on a trailer.

¹⁴ Rate applicable to weighing or weighing and tare.

¹⁵ Rate includes 2 additional container moves necessary to render the service.

¹⁶ Per set (up to 6 items).

¹⁷ Empty platform containers (flatracks, bolsters) piled up in one set up to 6 items will be treated during service and manipulation as one full container.

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2. GENERAL CARGO¹⁸

Item	Service name	Unit	Rate	% surcharges to the basic rate				
				Saturday	Sunday	Holiday	Non-ISO	IMO 1-6; 8,9
2.1	Stripping/stuffing of containers^{19, 20, 21}							
2.1.1	Non-unitised cargo	ton	€17.00	according to individual quotations with Client			-	100%
2.1.2	Unitised cargo	ton	€13.00				-	100%
2.2	Storage of general cargo in warehouse²¹							
	First 5 days from the day of placing the cargo in warehouse included in the handling rate and thereafter:							
	day 06 – day 14	ton/day	€0.90	-	-	-	-	100%
	day 15 – day 30	ton/day	€1.30	-	-	-	-	100%
	day 31 – onwards	ton/day	€1.80	-	-	-	-	100%
2.3	Car handling^{22, 23}							
2.3.1	Stripping/stuffing in container-yard/warehouse relation or vice versa	car	€58.00	according to individual quotations with Client			-	-
2.3.2	Releasing/placing in yard/warehouse relation on means of transport or vice versa	car	€26.00				-	-
2.3.3	Storage of passenger cars							
	First 5 days from the day of placing the cargo in warehouse included in the handling rate and thereafter:							
	day 06 – day 30	car/day	€ 9.00	-	-	-	-	-
	day 31 – onwards	car/day	€13.00	-	-	-	-	-
2.4	Other charges – labour hours²⁴							
2.4.1	Worker ^{25, 26, 27}	labour-hour	€29.00	50%	100%	150%	-	100%
2.4.2	Forklift with operator usage ^{26, 28}	labour-hour	€69.00	50%	100%	150%	-	100%
				% surcharges regard the rate from point no. 2.4.1				

3. RAIL OPERATIONS²⁹

Item	Service name	Unit	Rate	% surcharges to the basic rate				
				Saturday	Sunday	Holiday	Non-ISO	IMO 1-6; 8,9
3.1	Railway service manipulation fee ³⁰	TEU	€5.10	50%	100%	150%	-	-
3.2	Train staying at rail siding ³¹	train/hour	€102.00	-	-	-	-	-
3.3	Reservation of rail window for one train ³²	week/window/train	€1080.00	-	-	-	-	-

¹⁸ For heavy lifts of unit weight exceeding 8 tonnes and yachts, boats, ammunition, arms, other military equipment and untypical cargo, including cargo of light weight, rates will be agreed on an individual basis.

¹⁹ In relations: container – warehouse/yard or vice versa, container – container, container – truck or vice versa, truck – yard/warehouse or vice versa.

²⁰ Unlashing/lashing of general cargo in containers, sorting of cargo etc. will be charged in compliance with item 2.4 of the Tariff, according to man hours and used lashing materials.

²¹ In case of cargo of the cubic capacity exceeding 5m³/1 ton, rates will be increased by 100%. Cubic capacity is calculated by multiplying the maximum length, width and height of cargo. Cargo gross tonnage is the basis for calculation. Cargo weighing less than 1000 kg will be counted as 1000 kg, weight of cargo exceeding 1000 kg will be rounded up to the nearest higher multiple of 100 kg. Cargo of light weight- rates as per 17.

²² Rate for scooters, motorbikes, quads, trailers and tractors.

²³ For underslung cars or for cars in a poor technical condition requiring usage of additional handling equipment, a surcharge of 100% will be applied to the above rates. Rates for handling lorries, buses, forklifts and military cars will be agreed separately.

²⁴ Charges apply to each commenced half an hour, at the rate calculated as for half an hour.

²⁵ Also applicable to settlement of gang idle time.

²⁶ Also applicable to segregation of cargo.

²⁷ Regards making the photo documentation – min. ½ of the basic rate per labour hour.

²⁸ Forklift of capacity up to 5 tonnes.

²⁹ Principals arranging railway transport are required to follow DCT Rules of Cooperation – Rail Operations and valid Regulations, Procedures referring to Rail Services on DCT.

³⁰ Railway service manipulation fee, includes but is not limited to: preparation of the rail wagons to facilitate handling of the containers including adjustment of pins or clearing of rail wagons; physical verification of compliance of the loading plan as received from the Principal compared to actual situation including verification of any Customs (or other) holds; preparation of a report on related discrepancies and providing solutions thereof; rail window pro-forma management including the daily planning of rail services; preparation and updating of the terminal operating system based on pre-advised information received from the Principal, prepared by DCT employees.

³¹ Rate applies to trains staying for more than one hour from the time of loading completion and notification by DCT of train's readiness for leaving the terminal.

³² Fee is charged in accordance with the Procedure for granting and cancelling fixed rail windows, for reservation of one window per one train in particular week. Fee is payable if reserved window finally is not used by ordering Client. Week means the current calendar week.