



STANDARD TARIFF

BALTIC HUB CONTAINER TERMINAL

Tariff valid from 1st January 2026

Definitions

- I. Baltic Hub (also referred in this document as "BHCT") – the container terminal of Baltic Hub Container Terminal Sp. z o. o.
- II. Tariff – Baltic Hub Standard Tariff.
- III. In case of inconsistency between Polish and English version of the Tariff, Polish version prevails.
- IV. Public Holidays
 - Christmas: 24 Dec., 25 Dec., 26 Dec.
 - New Year: from 15:00 on 31 Dec., 1 Jan.
 - Easter: from 15:00 on Holy Saturday, Easter Sunday, Easter Monday
 - Others: 6 Jan., Pentecost, Corpus Christi, 1 May, 3 May, 15 Aug., 1 Nov., 11 Nov.Other Public Holidays not mentioned above will be considered as Sundays.
- V. Container sizes as understood by the Tariff
 - a. 20' containers (and shorter) will be settled as 1 TEU;
 - b. Containers longer than 20' (but less than 40') will be settled as 2 TEU;
 - c. 40' containers will be settled as 2 TEU;
 - d. Containers longer than 40' (i.e. 45') will be settled as 3 TEU.
- VI. 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 Customer.
- VII. Settlement of ISO containers with full access to all upper casting corners, without any OH and OW exceedances, depending on the gross weight:
 - ❖ with a gross total weight of up to 40.00 tons – settled as standard
 - ❖ with a gross total weight of 40.00 to 45.00 tons – always loaded with the non-ISO surcharge
 - ❖ with a total gross weight of 45.00 tons or more – settled based on separate arrangements with the Customer
- VIII. BHCT does not handle containers weighing more than 40.00 tons on railway siding.
- IX. Hazardous cargo in containers: IMO cargo in Classes 2-6, 8-9 subject to a surcharge of 100% to rates for loading or discharging of containers and cargo. All containers with IMO cargo in Class 1 subject to a surcharge of 1000% to rates for loading or discharging of containers and cargo and will be treated and settled based on separate arrangements with the Customer.
- X. Change of information (also known as: change of data, COD, COI) – any change of any data regarding the container and cargo ordered by the Customer, including change of information connected with the IMO SOLAS VGM convention after the container gates in.
- XI. Rail Operations Management Fee – fee for activities performed by BHCT employees, collected by BHCT from the Customer or other party arranging railway transport. The fee covers services not

included in Container Handling Charges, point 1. in this Tariff. Rail Operations Management Fee includes but is not limited to:

- a. Rail wagons setup and preparations: comprehensive preparation of rail wagons for loading and unloading operations, including adjustments to container pins, ensuring wagons are cleared for efficient operations (free from physical obstructions)
- b. Load plan compliance check: detailed verification of the load plan as submitted by the customer, ensuring alignment with the actual loading conditions on-site. This includes verifying weight distribution based on wagon types to ensure safe loading and that axle load limits are not exceeded. Necessary checks related to regulatory holds, such as safety inspections, will also be conducted
- c. Operational discrepancy management: identification and communication of discrepancies between the submitted load plan and real-time conditions. This process includes informing the customer of any discrepancies and issues that arise, allowing them to provide accurate data and resolve the problems. BHCT ensures uninterrupted service by reporting discrepancies, but it remains the customer's responsibility to correct the load plan and ensure data accuracy
- d. Rail window management: service focuses on real-time manual planning and management of allocated rail windows to ensure that terminal capacity is optimized and able to accommodate off-schedule trains without disrupting overall operations, monitor train performance and adjust schedules in response to delays, minimizing disruptions and improving service reliability
- e. Coordination of rail traffic between Terminal and external infrastructure: active communication and coordination with external stakeholders, including rail infrastructure managers (local and national), to ensure the efficient flow of train traffic into and out of the terminal, this includes aligning the terminal's operational windows with external infrastructure capacity, managing potential conflicts, and optimizing train movements to avoid delays
- f. Real-time performance management: ongoing tracking and reporting of key performance indicators (KPIs and overall operational efficiency, this includes proactive management of rail windows, which is crucial for optimizing GPP station, GPA tracks (901/902) and terminal capacity and ensuring smooth coordination with Train Operators. Based on real-time data, together in close collaboration with Train Operators we will make necessary adjustments to schedules and operations, to maintain high levels of efficiency and minimize disruptions.

XII. ETA – Estimated Time of Arrival indicated as day and time.

XIII. BHCT reserves the right to transport the containers to a convenient place outside the terminal after the 30th day of storage and to charge the customer with all costs related to this. Settlement will be made with the entity that will be assigned in the NAVIS system in the "Agent 1" position.

XIV. In case of exceptional circumstances not within the control of BHCT, which alter the relative rights and obligations of BHCT and/or the Customer to the detriment of BHCT by excessively increasing the contractual obligations of BHCT (including but not limited to increases of the cost of labour, energy and/or materials) BHCT will adjust the Tariff.

General information

- I. Unless otherwise agreed by the Parties in writing, any rights and obligations under the Tariff are regulated by the BHCT Terms of Business and binding BHCT Procedures and Regulations. The said documentation is available at: BalticHub.com
- II. Charges included in the Tariff are valid, unless BHCT and the Customer expressly agreed otherwise in writing.
- III. BHCT renders services based on written or electronic orders, submitted in the format defined by BHCT.
- IV. The Customer is at the same time the payer for the services provided by BHCT, 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.
- V. All charges detailed in the Tariff are net charges. VAT will be added to all charges in the rate applicable on the invoice date.
- VI. 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.
- VII. For services performed on Saturdays, Sundays and Public Holidays a relevant holiday surcharge will be applicable.
- VIII. Services not included in the Tariff will be agreed separately between BHCT and the Customer.

1. CONTAINER HANDLING CHARGES

Item	Service name	Unit	Rate	% surcharge to the basic rate				
				Saturday	Sunday	Holiday	Non-ISO	IMO
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	€148.00	50%	100%	150%	200%	100%
1.1.2	Handling in relation ship's rail – yard or vice versa	container	€64.14	50%	100%	150%	200%	100%
1.1.3	Handling in relation yard – truck/Prime Mover or vice versa	container	€64.14	50%	100%	150%	200%	100%
1.1.4	Handling in relation Prime Mover – Rail Wagon or vice versa	container	€64.14	50%	100%	150%	200%	100%
1.1.5	The surcharge for delivery the container in export earlier than BHCT's advertised opening receival date ²	container	€148.00	-	-	-	-	-
1.1.6	The surcharge for delivery the container in export after CCO (Cargo Cut-Off) – application of late arrival (LAR) status ³	container	€148.00	-	-	-	-	-
1.1.7	Fuel surcharge (See Below)	container	€5.00	-	-	-	-	-
Notes: In the event of exceptional price rises of diesel or gasoline fuel, BHCT will apply a Fuel Surcharge per container (full, empty, trans-shipment) according to the following formula: For each 10% increase in the average cost of diesel fuel in any quarter above the price for Ekodiesel Diesel Oil as shown at Fuel wholesale prices <u>PKN ORLEN</u> for the quarter previous to the beginning of each calendar year, a surcharge of EUR 5.00 will be applied to the load/unload rates (full/empty/trans-shipment). The surcharge will be reviewed quarterly and maintained at a constant level throughout each subsequent quarter.								
1.1.8	Energy surcharge (See Below)	container	€5.00	-	-	-	-	-
Notes: In the event of exceptional price rises of electrical energy, BHCT will apply an Energy Surcharge per container (full, empty, trans-shipment) according to the following formula: For each 10% increase in the average cost of electrical energy in any quarter above the price for electrical energy as shown at website <u>TGE</u> for the quarter previous to the beginning of each calendar year a surcharge of EUR 5.00 will be applied to the load/unload rates (full/empty/trans-shipment). The surcharge will be reviewed quarterly and maintained at a constant level throughout each subsequent quarter.								
1.2	Reefer containers							
1.2.1	Power supply and monitoring per each started calendar day	container	€110.70	-	-	-	-	-
1.2.2	Plug in and plug out on yard (2 actions)	container	€38.55	50%	100%	150%	-	100%
1.2.3	Clip on or clip off aggregates (per 1 action)	container	€38.55	50%	100%	150%	-	100%
1.2.4	Plug in or plug out on railway wagon (per 1 action)	container	€19.27	50%	100%	150%	-	100%
1.2.5	Additional power supply - Hot Stuffing (for started calendar day) ⁴	container	€110.70	-	-	-	-	-
1.3	Container storage⁵							
1.3.1	Full and empty container storage (per calendar day)							
	First 4 days ⁶ from the day of delivery at the terminal included in the handling rate and thereafter:							
	day 5 – day 7	TEU	€9.30	-	-	-	200%	100%
	day 8 – day 14	TEU	€18.35	-	-	-	200%	100%
	day 15 – day 28	TEU	€27.70	-	-	-	200%	100%
	day 29 – day 49	TEU	€55.40	-	-	-	200%	100%
	day 50 – onwards	TEU	€111.00	-	-	-	200%	100%
1.3.2	Extra move surcharge per storage tier ⁷	move	€64.14	-	-	-	200%	100%
1.3.3	Entry to the Bonded Warehouse	container/	€128.28	-	-	-	200%	100%
1.3.4	Removal from the Bonded Warehouse	cargo lot	€128.28	-	-	-	200%	100%
1.3.5	Utilization of the trailer for leaking containers (safety bath; per calendar day) ⁸							
	day 1 – day 4	container	€150.00	-	-	-	200%	100%
	day 5 – day 28	container	€180.00	-	-	-	200%	100%
	day 29 – onwards	container	€235.00	-	-	-	200%	100%

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

² Subject to actual operational situation, communicated by BH.

³ Delivery of container after Cut-Off, but not later than agreed date and time prior to berthing of the vessel. A 300% surcharge applies if the container has been declared but not submitted within the agreed deadline.

⁴ Container with 2nd temperature reading higher than 10 degrees Celsius.

⁵ All import containers staying at the terminal for more than 28 days will be moved to a long storage area at an additional cost as per service specified under position 1.4.1.

⁶ For IMO and Non-ISO containers – 1 day included in handling rate.

⁷ Applicable only in exceptional circumstances whereby yard utilization is consistently above 80% for 7 days or more and upon 7 days' notice.

⁸ Without the cost of the container manipulation, cleaning of the trailer or any other cost that BHCT would need to recover.

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Item	Service name	Unit	Rate	% surcharge to the basic rate				
				Saturday	Sunday	Holiday	Non-ISO	IMO
1.4	Container manipulation							
1.4.1	Move from yard and move back on yard ⁹	container	€128.28	50%	100%	150%	200%	100%
1.4.2	Reefer containers move from yard and move back on yard ^{9, 10}	container	€205.38	50%	100%	150%	-	100%
1.5	Inspections^{11, 12}							
1.5.1	Container manipulation: move from yard and move back to yard ¹³	container	€128.28	50%	100%	150%	200%	100%
1.5.2	Reefer container manipulation: move from yard and move back to yard ^{10, 13}	container	€205.38	50%	100%	150%	-	100%
1.5.3	Cargo turn out in each relation – partial inspection ^{14, 15}	ton	€32.40	50%	100%	150%	-	100%
1.5.4	Cargo turn out in each relation – 100% inspection ^{15, 16, 17}	ton	€32.40	50%	100%	150%	-	100%
1.5.5	Partial inspection or 100% inspection – the rate applies if without cargo turn out ¹⁸	container	€363.00	50%	100%	150%	-	100%
1.5.6	Scrap turn out ¹⁹	container	€600.00	50%	100%	150%	-	-
1.5.7	Storage of general cargo in warehouse after and during inspections ²⁰							
	First 4 days from the day of placing the cargo in warehouse included in the handling rate and thereafter:							
	day 5 – day 7	ton/day	€1.90	-	-	-	-	100%
	day 8 – day 20	ton/day	€3.00	-	-	-	-	100%
	day 21 – day 30	ton/day	€4.50	-	-	-	-	100%
	day 31 – onwards	ton/day	€7.50	-	-	-	-	100%
1.6	Other charges							
1.6.1	ISPS level 1 (per full container)	container	€23.00	-	-	-	-	-
1.6.2	ISPS level 2 (per full container) ²¹	container	€35.00	-	-	-	-	-
1.6.3	ISPS level 3 (per full container) ²²	container	TBA	-	-	-	-	-
1.6.4	Change of information	container	€128.28	-	-	-	-	-
1.6.5	Additional move (in yard-yard, wagon-wagon, truck-truck relations, or on wagon, on truck) ²³	container	€64.14	50%	100%	150%	200%	100%
1.6.6	Weighing per container or truck ²⁴ – From gate ²⁵ – from yard ²⁶	container	€55.00 €200.00	50% 50%	100% 100%	150% 150%	200% 200%	100% 100%
1.6.7	Door opening and/or attaching the seal	service	€24.65	50%	100%	150%	-	100%
1.6.8	Labelling or removing labels to/from containers	container	€43.12	50%	100%	150%	-	-
1.6.9	IMDG label	piece	€15.00	-	-	-	-	-

⁹ Container manipulation connected with the move of a container from yard (and back) for stuffing, stripping, etc., single door opening and single seal removal and placing, if necessary.

¹⁰ The rate includes plug in and plug out of reefer containers necessary for inspections, stuffing, stripping, etc.

¹¹ Picking up goods left in CFS warehouse after inspection is included in the rate for presenting general cargo (as in points 1.5.3, 1.5.4).

¹² Cargo weighing less than 1000 kg will be charged as for 1000 kg, the weight of goods exceeding 1000 kg will be rounded up to the nearest whole 100 kg.

¹³ 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 and single door opening and single seal removal and placing, if necessary.

¹⁴ Cargo turn out – inspection of 50% of cargo 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.

¹⁵ 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.

¹⁶ 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.

¹⁷ The service includes stripping of the container and the reloading of the goods subject to inspection to another means of transport, e.g. an external vehicle.

¹⁸ 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 (despite ordered 100% or 50% inspection).

¹⁹ 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.

²⁰ At any stage, if inspection is taking more than 24 hours, BHCT reserves the right to load the cargo back into the container and return the container to the yard until the customer is ready to finish the inspection. All rates from paragraph 1.5 are applicable to the loading back of cargo and second and consecutive manipulations and cargo turn outs.

²¹ Rate applicable per full container in case of increased security to second level.

²² Rate applicable for full container in case of exceeding second level of security.

²³ Rate applicable from container pick up (before container leaves the terminal), as well as change of container's position on a trailer, including turning of container on a trailer.

²⁴ Rate applicable to weighing or weighing and tare.

²⁵ Applicable for road and rail.

²⁶ Rate includes 2 additional container moves necessary to render the service.

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1.6.10	Sweeping and rubbish removal (except untypical rubbish)	container	€50.00	50%	100%	150%	-	-
1.6.11	Installing/uninstalling a tarpaulin on/off "open top" container ²⁷ (per action)	container	€48.40	50%	100%	150%	-	-
1.6.12	Piling up "flat rack" containers in sets or vice versa ^{28, 29}	service	€164.06	50%	100%	150%	-	-
1.6.13	Invoice issuing and sending in hard copy	invoice	€25.00	-	-	-	-	-
1.6.14	Providing photos of the container from the OCR system (as part of the claims process, only applies to the party not paying for handlings, but able to prove legal interest towards the container)	Up to 5 photos	€250.00	-	-	-	-	-
1.6.15	Idle gang (vessel) ³⁰	gang/hour	€2740.00					
1.6.16	Green Transition Contribution (GTC)	container	€10.00					

²⁷ OT IG (in gauge) containers.

²⁸ Per set (up to 6 items).

²⁹ 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.

³⁰ BHCT charges for each commenced hour of waiting of the working gang in the event of delays related to the entry of the ship to the assigned vessel window. This also applies to interruptions in the operation of a vessel at the request of the Customer as well as stoppages for weather conditions. The basis for the charge is a mutually signed receipt of breaks indicating the number of gangs assigned to a given vessel, and in the event of a refusal – a unilateral statement of BHCT.

Item	Service name	Unit	Rate	% surcharge to the basic rate				
				Saturday	Sunday	Holiday	Non-ISO	IMO
1.7	VBS charges³¹							
1.7.1	Duplicate of Driver's card	card	400 zł	-	-	-	-	-
1.7.2	Cancellation of VBS booked transaction ³²	cancellation	270 zł	-	-	-	-	-
1.7.3	Approval of Late Truck Visit Appointment ³³	pre-notification	270 zł	-	-	-	-	-
1.7.4	Positioning of container on the trailer with doors directed to the truck cabin	container	185 zł					
1.8	PCS and data exchange Related Fees³⁴							
1.8.1	Container release in NAVIS via Port Community System (PCS) ³⁵	container	As per ZMPG Tariff	-	-	-	-	-
1.8.2	Manual release of container in NAVIS by the Customs Broker	container	€5.60	-	-	-	-	-

³¹ Payment to be settled by credit/debit card on Pre-Gate.

³² Cancellation of part or all the transaction after driver's arrival to terminal.

³³ Maximum delay up to 60 minutes.

³⁴ Payer – party assigned in NAVIS as "Agent 1". The rates will become effective on the day of Port of Gdańsk Authority SA Tariff coming into force in regard to PCS-MT module.

³⁵ As per Tariff of Port Fees of Port of Gdańsk Authority SA and subject to other changes in same (<https://www.portgdansk.pl/en/business/services/port-tariffs/>)

2. GENERAL CARGO

All rates for CFS services (stripping, stuffing, storage) are incorporated in the [eOFFER system](#).

3. OTHER CHARGES

Item	Service name	Unit	Rate	% surcharges to the basic rate				
				Saturday	Sunday	Holiday	Non-ISO	IMO
3.1	Other charges – labour hours³⁶							
3.1.1	Worker ^{37, 38, 39}	labour-hour	€47.00	50%	100%	150%	-	100%
3.1.2	Forklift with operator usage ⁴⁰	labour-hour	€111.73	50%	100%	150%	-	100%

4. RAIL OPERATIONS⁴¹

Item	Service name	Unit	Rate	% surcharges to the basic rate				
				Saturday	Sunday	Holiday	Non-ISO	IMO
4.1	Rail Operations Management fee	container	€14.25	-	-	-	-	-
4.2	Train idling at rail siding ⁴²	train/hour	€142.00	-	-	-	-	-
4.3	Cancellation of rail window 24-48 hours before its agreed date ⁴³	train/window	€500.00	-	-	-	-	-
4.4	Cancellation of a window less than 24 hours before its agreed date or failure to run a train without cancellation ⁴⁴	train/window	€1000.00					
4.5	Idle gang (rail) ⁴⁵	Gang/hour	€500.00					

³⁶ Charges apply to each commenced half an hour, at the rate calculated as for half an hour.

³⁷ Also applicable to settlement of gang idle time.

³⁸ Also applicable to segregation of cargo.

³⁹ Regards making the photo documentation – min. ½ of the basic rate per labour hour.

⁴⁰ Forklift of capacity up to 5 tonnes.

⁴¹ Customers and other parties arranging railway transport are required to follow BHCT Rules of Cooperation – Rail Operations and valid Regulations, Procedures referring to Rail Services on BHCT.

⁴² Rate applies to trains staying for more than one hour from the time of loading completion and notification by BH of train's readiness for leaving the terminal.

⁴³ BHCT reserved the right to charge in accordance with the Rail Window Allocation and Withdrawal Procedure. Fee is payable if cancellation of rail window 24-48 hours before its agreed date.

⁴⁴ BHCT reserved the right to charge in accordance with the Rail Window Allocation and Withdrawal Procedure. Fee is payable if cancellation of a window less than 24 hours before its agreed date or failure to run a train without cancellation.

⁴⁵ BHCT charges for each commenced hour of waiting for the working gang in the event of delays related to the entry of the wagon set to the assigned train window. This also applies to interruptions in the operation of a train set at the request of the Customer as well as stoppages for weather conditions. The basis for the charge is a mutually signed receipt of breaks indicating the number of gangs assigned to a given train set, and in the event of a refusal – a unilateral statement of BHCT.