



DP WORLD CONSTANTA BREAK BULK CARGO HANDLING TERMS AND CONDITIONS

Valid from January 1st, 2022

I. VESSEL AND YARD OPERATIONS

1. General overview

Break bulk cargo handling refers to discharge or load break bulk cargo from/onto container vessels and all pertaining yard handling.

2. Break bulk cargo parameters:

- a. Maximum weight of break bulk cargo shall not exceed the maximum Safe Work Load of terminal equipment either working individually or jointly to offer lifting capacity (e.g. lifting beams, lifting gears and other attachments to the lifting equipment)
- b. Break bulk cargo operations include:
 - a) Lashing/unlashing operations;
 - b) Issuance of Loading Survey report;
 - c) Lashing/unlashing operations by customer shall not be accepted due to safety reasons;
 - d) For discharging break bulk cargo, the customers shall require terminal acceptance for nominated survey company access in the terminal.

3. General provision and tariff rates:

Handling of Break Bulk cargo shall be POA.

Following specifications of break bulk cargo are required:

- relevant drawings inclusive of mass, dimensions, centre of gravity and lifting points;
- suitable lifting solution agreed by shipper/producer;
- lifting gears/tools (beams, bars, etc.) required for safe handling including Safe Work Load and length of the lifting gears and attachments;
- planned stowage on board of the vessel subject to this being accepted by the terminal;
- estimated yard storage period if required.

Based on the information received, the terminal shall provide the customer with:

- terms and conditions for accepting the break bulk cargo handling in the terminal;



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- lifting solution proposed by the terminal;
- tariff for vessel discharging (unlashing is included in the handling tariff);
- tariff for vessel loading (lashing is not included in the handling tariff);
- lashing cost;
- Survey Certificate issued by an independent Survey Company;
- tariffs for yard liftings;
- storage tariffs;
- intra terminal transport.

Transport inside the terminal can be provided by the terminal. The transport can be performed by the following means of transport:

- | | |
|-------------------------------------|------------|
| 1. Low bed trailer Mafi SWL 80 tone | - 1 piece |
| 2. Platform trailer SWL 32 tone | - 5 pieces |

The terminal preserves the right to reject the break bulk cargo handling in following situations including but not limited to:

- insufficient information provided;
- inadequate stowage on board of the vessel;
- lifting solution provided by terminal is not confirmed by shipper/producer/client;
- suitable lifting gears/tools (lifting beams, bars, etc.) are not available;
- cargo weight/specifications exceed terminal cranes' capabilities;

II. DP World Constanta CRANES LIMITS

Following cranes details and specifications apply at DP World Constanta terminal:

Mobile Harbour Crane:

- Under Spreader lifting lugs:
 - 40.6 tonnes
- Under Hook (including lifting beam, cargo beam, attachments and lifting gears)
 - Max 100 tonnes at 25 meters radius measured from the axis of the crane up to hook

Quay Cranes Mitsubishi:

- Under Spreader lifting lugs:
 - 40.6 tonnes
- Under Hook (including lifting beam, cargo beam, attachments and lifting gears):
 - 50 tonnes



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Quay Cranes ZPMC:

- Under Spreader lifting lugs:
 - 50 tonnes
- Under Hook (including lifting beam, cargo beam, attachments and lifting gears):
 - 70 tonnes

RMG, RTG:

- Under Spreader lifting lugs:
 - 40.6 tonnes

Reach Stacker:

- Under Spreader lifting lugs:
 - 45 tonnes

Gate access in terminal:

- 7.50m clearance - gate located in Main Gate