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DP World Constanta 2024

1). VESSEL OPERATIONS

A). Import / Export Container Handling by Quay Crane

<u>Operation</u>	<u>Amount EUR</u>
Per 20' FCL Container	220
Per 40' FCL Container	237
Per 20' Empty Container	215
Per 40' Empty Container	231

B). Transshipment Container Handling by Quay Crane

<u>Operation</u>	<u>Amount EUR</u>
Per 20' FCL Container	253
Per 40' FCL Container	270
Per 20' Empty Container	248
Per 40' Empty Container	264

C). Other Handling by Quay Crane

<u>Operation</u>	<u>Amount EUR</u>
Lifting Hatchcover – per lift	220
Restowing FCL Container	198 Cell to Cell
Restowing Empty Container	176 Cell to Cell
Restowing 20' FCL Container	253 via Quay
Restowing 40' FCL Container	270 via Quay
Restowing 20' Empty Container	248 via Quay
Restowing 40' Empty Container	264 via Quay
Hazardous Cargo Container	1.5 x Standard Rate
Load/Discharge of OOG Container:	
<ul style="list-style-type: none"> • capable of being handled by a spreader • not capable of being handled by a spreader 	1.5 x Standard Rate as per Terminal OOG Procedure

2). YARD OPERATIONS

A). Handling at Container Yard; road vehicle delivery/receipt

<u>Operation</u>	<u>Amount EUR</u>
Per 20' FCL Container	55
Per 40' FCL Container	61
Per 20' Empty Container	50
Per 40' Empty Container	55

B). Handling at Container Yard; rail-wagon delivery/receipt

<u>Operation</u>	<u>Amount EUR</u>
Per 20' FCL Container	61
Per 40' FCL Container	66
Per 20' Empty Container	55
Per 40' Empty Container	61

C). Additional Lift within Container Yard at Customers request

<u>Operation</u>	<u>Amount EUR</u>
Per 20' FCL Container	50
Per 40' FCL Container	55
Per 20' Empty Container	44
Per 40' Empty Container	50

3). STORAGE

<u>Import Full Container</u>	<u>Amount EUR per TEU/day</u>
0 -11 days	6
12-17 days	10
18-26 days	19
27-30 days	21
> 30 days	26
*	
> 120 days	10/box/day

<u>Export Full Container</u>	<u>Amount EUR per TEU/day</u>
0-15 days	8
16-30 days	14
>30 days	26

<u>Transshipment Container</u>	<u>Amount EUR per TEU/day</u>
0-15 days	6
16-30 days	10
>30 days	19

<u>Empty Containers</u>	<u>Amount EUR per TEU/day</u>
0-16 TEU/day	6
>16 TEU/day	10

4). REFRIGERATED CONTAINERS

<u>Operation</u>	<u>Amount EUR</u>
Daily charges per loaded or reefer container under refrigeration & temperature monitoring required	121 / per day

5). OTHER CHARGES

<u>Charge</u>	<u>Amount EUR</u>
Cleaning 20' Containers	33
Cleaning 40' Containers	44
Removal/application of placards and labels (per unit)	22
Knocking down flats (per unit)	28
Fitting tarpaulins (per TEU)	77
Bundle/unbundle flats (per flat)	17
Miss-declaration	33
Shut outs at shipside or already moved	77
Interchange between Lines	44
Data amendment	11
VGM processing fee	6
Late arrival fee	61
Container weighing (per unit)	28
Container inspection (per empty unit)	11
Removal of lashing materials and/or sweeping (per unit)	11
Additional lift for other services (per empty unit)	39
Using Terminal truck inside Constanta South Port (per truck/per hour)	55
Expedition services	11
Sanitary surcharge	2.2
Cyber security fee	3.3
ISPS surcharge	8
Green fee	17
Container small repairs (per unit)	50
Container scanning (per unit)	25
Pictures of container condition (not part of the inspection process)	6
Sealing of unit discharged in the yard (per unit)	6
Detailed reefer temperature reporting (per unit)	5

NOTES:

1. VGM processing fee applies to all export and transshipment containers (checking for VGM existence).
2. Late arrival fee applies when unit arrives in the terminal while vessel is alongside or under operations.
3. Cyber security fee applies to all containers loaded onto/discharged from vessels.
4. Sanitary surcharge applies to all containers loaded onto/discharged from vessels.
5. ISPS surcharge applies to all containers loaded onto/discharged from vessels.
6. Green fee applies to all containers loaded onto/discharged from vessels.
7. Container scanning applies to all import and transshipment full units discharged from vessels.
8. Container inspection (per empty unit) includes a minimum of six (6) pictures, for a detailed assessment.
9. Pictures of container condition (not part of the inspection process), includes a set of six (6) pictures.
10. Should storage for full containers exceed the number of free days pertaining to each category, storage will be charged retroactively starting with containers date of discharge.
11. Data amendment is charged for any change to the pre-advised particulars pertaining to that Container whilst it is within the Terminal and is to be manually operated in the system.
12. Miss-declaration is charged for all containers where discrepancies between their pre-advised particulars and their physical status are being found whilst the containers are discharged in the terminal.
13. Twist-lock bin is charged as a restow 40' FCL Container via Quay.
14. All 40' Container quayside handling rates also apply to 45' containers provided they are less than 5% of the total 40' units handled. Should they exceed the specified percentage, then a premium of 25% over the 40' unit handling rate shall apply.
15. Due to specific location requirements within the yard, the storage of OOG and 45' Containers will attract a 25% premium over the equivalent storage rate for a 40' Container.
16. Transshipment container FCL or EMTY count as full cycle (cell first vessel until cell second vessel).
17. Reefer rate includes plug/unplug, monitoring of power supply, observing set-points, provision of power supply via main electricity, notification of malfunctions or power outage. It excludes any additional lifts for repairs or investigations accessible to the Customers contractors or representatives.
18. Shut out at shipside or already move is charged for containers already taken from the stack for delivery to the vessel where the Customer request for that container not to be shipped.
19. Vessels out of window will attract a 25% increase over the normal handling rates.
20. Vessels operated during the weekend Fri 19:00 – Mon 07:00, or bank holidays attract a surcharge of 25% over normal handling rates.
21. Terminal reserves the right to revisit the public rate schedule as the market situation develops further in relation to costs.