

PORT OF RIJEKA J.S.C. TARIFFS



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COMMON TARIFF PROVISIONS

Common tariff provisions constitute an integral part of the Tariff and shall apply to the entire Tariff unless defined differently by tariff provisions pertaining to individual tables.

The terms indicated in the Tariff are maximum rates determined for the services in question.

In accordance with the operational requirements and the quantities of cargo, it is possible to approve rates that are lower than those indicated in the Tariff.

The customer who orders services and technical instruments from Port of Rijeka agrees with all the terms and conditions of this Tariff.

When calculating the services based on this Tariff with Common tariff provisions and tariff provisions pertaining to individual tables, General Terms and Conditions of Port of Rijeka j.s.c. (hereinafter referred to as "Port") shall apply.

Port shall accept work orders only within the limits of its capabilities and capacities. Tariff rates are provided for normal conditions within normal working hours.

The services not covered by this Tariff are subject to a specific arrangement.

The minimum accounting unit is 1000 kg or 1 m³. Above said quantity, tariff rates shall be proportionally increased for every indivisible 100 kg of cargo or every indivisible 100 dm³ of wood.

The minimum amount invoiced for the services performed shall be EUR 12.00 for all port services, except for administrative services, when a special invoice shall be issued.

For the loading or discharging of ships, normal working hours shall be on working days, from Monday to Friday:

1st shift: from 06:30 a.m. to 2:30 p.m.

2nd shift: from 2:30 p.m. to 10:30 p.m.

except for the provision of mooring and unmooring services, in which case normal working hours shall be calculated from Monday to Friday:

from 6:00 a.m. to 10:30 p.m.

Operational orders shall be delivered between 6:00 a.m. and 9:00 p.m.

The confirmation of acceptance of an operational order by the contractor also represents the conclusion of the contractual obligation in accordance with the General Terms and Conditions of Port of Rijeka j.s.c.

The customers are required to order the services and activities from the Port, including work and technical instruments, by 10:30 a.m. (CET) on the day preceding the realization of work. Ordering work on Saturdays, Sundays or holidays shall be done by 10.30 a.m. on the last normal working day preceding work execution. If work is not ordered within the prescribed time and in the prescribed manner, Port of Rijeka shall hold no liability to the contracting entity. Port of Rijeka shall accept and confirm the ordered work or service.

The customer is required to deliver orders and data to Port of Rijeka in accordance with the arrival and readiness of all wagonloads, empty wagons, private or rented wagons before the hour for which the loading/discharging is ordered. The customer is required to deliver the order to Port of Rijeka between 6:00 a.m. and 9:00 p.m., also on Saturdays, Sundays or holidays, namely for the services previously announced and confirmed by the customer.

The operational order shall be preceded by a disposition. For the submission of dispositions, the customer shall use the electronic disposition system. In exceptional cases where a particular scenario is not supported electronically or the system is temporarily unavailable, the customer may submit the disposition in person, at the Disposition Office. Port of Rijeka is not required to commence the execution of services without having received the disposition.

The customer is responsible for the accuracy of disposition data and may otherwise incur the costs of additional work related to corrections of data in the system.

The customer is responsible for the timeliness and accuracy of the submitted customs data regarding the cargo. If the data are incorrect or are not delivered on time, Port of Rijeka shall charge the customer for all the possible costs incurred therefrom.

When overtime work is required for loading/discharging operations, the ordering party shall pay an appropriate extra charge for all operations and works related to the carrying out of the required jobs.

For overtime work, tariff rates shall be increased in the following manner:

<i>working days</i>	3 rd shift	50%
<i>Saturdays</i>	1 st shift	50%
<i>Saturdays</i>	2 nd shift	75%
<i>Saturdays</i>	3 rd shift	100%
<i>Sundays</i>	1 st shift	100%
<i>Sundays</i>	2 nd shift	150%
<i>Sundays</i>	3 rd shift	200%
<i>holidays</i>	1 st shift	200%
<i>holidays</i>	2 nd shift	200%

The third shift starting on the day before a holiday and finishing on that holiday shall be calculated as holiday work (first shift).

The cancellation of the ordered work before and during shifts shall be done in accordance with the terms from the table "Waiting for Workers".

Difficult work related to the handling of cargo in abnormal condition (frozen, sticky, poorly packaged), as well as work with rotten (damaged), infected and contaminated cargo or hardened and melted cargo, shall be carried out and charged in accordance with a separate contract.

Tariff rates shall be increased for the following difficult works:

- by 25% of the tariff item:
 - loading/discharging of cargo at a height of more than 2 meters, for manual work.
 - operations with cargo whose length ranges from 8 to 16 m, except for the operation SHIP-SHIP'S TACKLE or vice versa, when the dimensions of the ship's hatch and the available storage space in the ship allow for an uninterrupted operation with loads of such lengths. (Said extra charge shall not be calculated for the RO-RO method of loading or discharging of vehicles).
- by 50 % of the tariff item:
 - for cargo exceeding the maximum length in relation to the hatchway (the hatchway must be at least 2 meters longer than the length of cargo), work in deep-tanks, the ship's well, the locker, all ship areas not intended for cargo (cabins, superstructures, corridors), work related to the filling of the parts of the ship's warehouses or deck with cargo, which prevent the operation to be performed in the usual manner and at the usual speed, as well as in the ship's warehouses or decks, where the working space is lower than 180 cm.

Work in heavy rain and snow or strong wind at the request of the ordering party, should Port accept such an order, shall be calculated in accordance with a separate contract.

Difficult works on board during loading/discharging, and related to the use of the ship's space, shall be paid by the party who requests and receives a ship acceptance certificate from the Port, regardless of the conditions under which the cargo is loaded/discharged (L/T, FIO).

The indicated prices for services refer to the services and activities carried out under normal conditions and within normal working hours.

Should the Port find that difficult work indicated herein is extremely difficult, the Port and the port service user shall contractually agree to a specific increase in tariff rates.

Direct transshipment from ship to ship shall be charged as the tariff item for loading and discharging (the rates SHIP-SHIP'S TACKLE and SHIP'S TACKLE-SHIP).

Indirect transshipment from ship to ship, when cargo is transported by land vehicles (without storage), shall be charged as the following operations: SHIP-SHIP'S TACKLE, SHIP'S TACKLE-VEHICLE, VEHICLE-SHIP'S TACKLE and SHIP'S TACKLE-SHIP.

If the cargo is not delivered separately as indicated in the bills of lading (cargo mixed in the ship's warehouse), apart from the base rate (L/T terms), the ship-owner shall be charged an extra charge amounting to 50% of the previous base rate for the operation SHIP- SHIP'S TACKLE, i.e. 50% of the previous base rate for the operation ship-ship's tackle (FO terms), regardless of whether the ship- owner (their agent) ordered the sorting and regardless of whether the cargo is discharged under L/T or FO terms, as well as regardless of the terms of transportation.

Said increase is valid for the entire amount of cargo from mixed lots, regardless of whether the cargo is sorted on the ship or in the warehouse. - If the tariff rate defined in the Tariff for the operations SHIP-SHIP'S TACKLE-VEHICLE or vice versa is quoted as a single amount, the rate for liner terms of maritime transport shall be divided as follows:

- 65% of the tariff item shall be charged to the ship-owner's account
- 35% of the tariff item shall be charged to the shipper's/consignee's account.

The operations VEHICLE-VEHICLE shall be charged at rates provided for the operations WAREHOUSE-VEHICLE or VEHICLE- WAREHOUSE.

An increase by 100% of the base rate shall also be charged if the ordering party designates in their work order a lower weight or a lower volume compared to the actual one, or if they fail to indicate the data on the length of the cargo, as well as if they provide false data on the type of cargo. The customer shall also be liable for all possible damages arising from an incorrect declaration of the weight of cargo.

Operations with hazardous cargo shall be performed in accordance with the applicable regulations and provisions by the competent services, i.e. in accordance with the provisions of table 4 of this Tariff. Whenever it is found that, due to the presence of hazardous cargo on board (which is not discharged in the Port), special insurance (fire or other) is necessary, such insurance shall be paid by the ship-owner.

Except for wood and wood products, tariff rates shall be increased for voluminous goods, namely in the following way:

3 – 5 m ³ per ton	by 20%
5 – 8 m ³ per ton	by 50%
8 – 10 m ³ per ton	by 100%

In case of over 10 m³ per ton, every 3 m³ of voluminous goods are considered to be one ton in terms of the tariff.

Percentage increases or reductions related to the calculation of services shall apply to the basic tariff rate in the following order:

1. increases for cargo specificity (voluminosity, length, pallets, etc.)
2. increases for space complexity (locker, narrow proctor, etc.)
3. increases for work under harsh weather conditions
4. increases for overtime work or work on weekends and holidays.

The material required for the execution of services and works is not included in the indicated rates. If the Port provides the required material, said material shall be calculated based on a separate written contract.

If within 30 days of the completion of the ship's indirect discharging, the contracting entity of the operation SHIP'S TACKLE- WAREHOUSE does not appear, the costs of the operation and storage are charged to the ship-owner, i.e. to the agent who ordered the operation SHIP-SHIP'S TACKLE or SHIP-SHIP'S TACKLE-WAREHOUSE, regardless of the fact that in the disposition, they stated that said costs pertain to goods.

The payment obligation between the Port and port service users shall arise on the day of invoicing. Local users shall pay for services in national currency at the EUR/HRK exchange rate of the Croatian National Bank valid on the day of invoicing, and the payment deadline shall be 10 days of the day of invoicing. For any delayed payment of invoices, the Port shall charge a statutory interest rate. Service prices do not include VAT, which shall be calculated in accordance with applicable legal regulations.

Foreign users shall pay for port services in the currency in which the invoice is issued, and the payment deadline shall be 30 days of the date of invoicing.

If it is found that the customer failed to comply with the provisions referred to in the foregoing paragraphs, on receipt of a subsequent work order from the customer who was late with the payment, the Port reserves the right to accept only the orders that have been paid in advance. For services or long-term rentals, The Port can issue invoices in installments.

In the event that the debtor fails to settle their debts within the statutory deadline, the Port shall hold the lien on the customer's stored cargo and the debtor's property within Port's territory.

When a service user submits an invoice complaint following the carrying out of services by the Port, said service user shall promptly pay the undisputed amount of the invoice to the Port, while for the disputed amount of the invoice, they shall submit a written complaint within 8 days of receipt of the invoice. During the business year, the terms and rates referred to in this Tariff are subject to amendments of which service users shall be notified via agents and freight forwarders 15 days prior to their application. Entrance to the area of the Port shall be charged in accordance with the applicable tariff.

In all contracts concluded with the Port where certain clauses refer to the Tariff, the Tariff shall be considered valid.

In order to prevent warehouse contamination, the Port reserves the right to deratting, disinfection and disinfestation. All costs shall be charged to the customer as the warehouse user.

The customer is required to inform the staff of the official entrance to the Port about oversized cargo coming by road or rail. The Port holds no liability for the damages caused to passenger vehicles left in the operational area and terminals.

This Tariff shall be translated into the English language. In the case there is a lack of clarity and discrepancies in relation to interpreting the Tariff, the text of the Tariff in the Croatian language shall prevail.

2. TABLE O1 GENERAL CARGO

CARGO	EUR/TON				
	Ship-Ship's tackle (S-ST) or vice versa	Ship's tackle-Warehouse (ST-W) or vice versa	Warehouse-Vehicle (W-V) or vice-versa	Ship's Tackle-Vehicle (ST- V) or vice versa	Container/trailer -Warehouse (CT-W) or vice versa
1. Bagged cargo – 15-60 kg bags, single					
Cereals, flour, rice, beans, sugar, milk powder	12.30	4.55	6.90	7.90	16.20
Coffee, cocoa and pepper			11.90		19.10
Fertilizer, saltpetre, cement, kaolin, hydrated lime, phosphate, ferrophosphate	12.30	4.55	6.90	9.20	16.20
Sulphur, sulphur flower, sulphate, copper sulphate, bentonite	12.30	4.55	6.90	9.20	16.20
2. Bagged cargo – unitized (big bags)					
Big bags up to 500 kg	10.60	4.50	5.70	7.95	13.50
Big bags from 500 kg to 800 kg	10.30	4.20	4.50	7.70	12.75
Big bags over 800 kg	9.00	3.00	4.00	6.75	11.50
3. Palletised cargo					
Pallets up to 500 kg	10.80	5.60	5.70	8.1	13.50
Pallets from 500 kg to 800 kg	10.50	5.30	4.50	7.80	12.70
Pallets over 800 kg	9.80	3.50	4.00	7.25	11.50

4. Light and fragile cargo – cargo in cartons and bales from 15 kg to 60 kg					
Tobacco, matches, clothing and footwear, empty package, footwear, outer tires for vehicles and tubes, tea, medicines, ceramics, glass	18.80	10.80	9.80	14.10	19.00
5. Marble, granite, stone blocks or tablets, both					
Blocks or tablets, both	7.10	3.00	4.70	5.25	18.20
On pallets	5.20	3.00	4.10	3.9	10.00
6. Cellulose in 1-2 ton bundles	5.30	2.00	3.30	3.85	10.00
7. Paper in bales, rolls, on 500 kg to 2.5 mt * pallets min.	7.95	3.15	4.20	5.90	9.60
8. Magnesite/fire bricks on 1 ton pallets min.	9.05	2.25	4.15	6.70	12.10
9. Machinery, parts of machinery, tools and equipment, cables, cylinders, tanks	12.75	5.10	7.65	9.50	12.90
10. Metallurgical products					
Steel Coils-i	5.45	2.05	3.45	4.05	13.30
Steel sheets in bundles up to 18 m long, filling up to 5 mt	4.70	1.60	3.10	3.40	
Steel sheets in bundles over 15 tons, up to 18 m long	5.80	2.40	3.30	4.25	
Steel pipes in bundles from 2 to 5 tons, up to 18 m long	4.90	1.95	3.05	3.30	
Steel pipes in bundles from 2 to 5 tons, over 18 m long, steel sheets, tubes in bundles, from 1 to 5 mt / up to 12 m long max.	6.35	2.55	3.65	4.50	15.50
Unbound steel pipes from 1 to 3 tons, up to 18 m long, with a diameter of up to 2 m	8.75	3.45	5.15	6.40	17.45

Unbound steel pipes from 3 to 10 tons, up to 18 m long, with a diameter of up to 2 m	10.05	3.95	6.45	6.40	
Unbound steel pipes over 10 tons, up to 18 m long, with a 2-3 m diameter	11.55	4.65	6.45	8.40	
Steel tubes in chests	12.30	4.90	7.35	9.10	
Seamless steel pipes, gas tubes in bundles from 2 to 5 tons, up to 18 m long	5.45	2.05	3.45	3.95	
Steel profiles, billets, unpackaged sheets from 2 to 15 tons, up to 18 m long	4.70	2.60	3.80	3.40	
Steel profiles, billets, sheets in bundles from 2 to 15 tons, up to 18 m long	6.40	2.60	3.80	4.60	
Steel profiles, billets, unpackaged sheets from 2 to 15 tons, up to 18 m long	8.75	3.45	5.15	6.45	
Profiles, wire in coils, rebar – rods in bundles from 2 to 5 tons, up to 12 m long	4.85	2.55	3.55	3.40	15.50
Steel beams, slabs - in bundles up to 5 t and filled from 5 t up to 15 t; up to 18 m long	4.65	1.55	4.05	3.10	
Steel beams, plates – in blocks from 30 to 50 tons, up to 18 m long	7.95	3.15	4.80	5.70	
Rails, up to 36 m long	6.50	2.20	4.40	4.50	
Rails, up to 60 m long	10.95	3.25	5.70	8.05	
Alu-blocks, ingots or coils, copper, lead, zinc in ingots or on pallets	7.90	3.25	3.50	5.75	14.90

* In the case of roles with greater weight and dimensions, they shall be contracted separately.

TARIFF PROVISIONS PERTAINING TO TABLE 01 GENERAL CARGO

For consignments stacked and received on pallets or packed in the manner intended for work with a forklift, tariff rates from this table shall be reduced by 20% provided that the weight of such a package is not under 500 kg. Said reduction shall also apply to the work related to large bags (BIG BAGS or JUMBO BAGS) if they are on pallets and if the weight of such bags is not under 500 kg. The aforementioned reduction shall also apply to palletised voluminous cargo when, by applying a percentage increase for the volume of such cargo, the tariff weight of one pallet amounting to more than 500 kg is obtained.

The transshipment of cargo not indicated in Table 1, which includes cigarettes, alcohol, vehicles, boats, machinery (construction or agricultural), as well as of other cargo not indicated and requiring special attention when handling it, shall be calculated in accordance with a special written contract between the Port and the customer.

Port of Rijeka can handle 4 mt paper rolls, 3 meters long and with a diameter of 2.40 meters.

All cargo which the Port considers to be inadequate for manipulation or improperly packaged shall be calculated in accordance with a special written contract. The same goes for recovery and repair of damaged, spilled, spoiled and similar cargo.

The handling of heavy cargo shall be carried out in accordance with the customer's expert instructions only. In the event that such instructions are not issued, the Port shall not be held liable for any damages that may result from improper lashing or handling of cargo.

The handling of heavy lifts weighing over 130 tons shall be agreed upon by means of a separate written contract between the Port and the customer.

Tariff rates from table 1 shall be increased for voluminous goods in the following way:

3 – 5 m ³ per ton	by 20%
5 – 8 m ³ per ton	by 50%
8 – 10 m ³ per ton	by 100%

In the case of over 10 m³ per ton, every 3 m³ of voluminous goods are considered to be one ton in terms of the tariff.

The following services are not included in the rates from table 1:

- lashing or unlashng of cargo on the ship, vehicle, container or trailer;
- lashing material.

All lashing performed by the Port shall be calculated in accordance with a special contract and under the customer's supervision.

When handling RO-RO cargo, the operation warehouse-RO-RO ramp (and vice versa) shall be calculated in the same way as the operation warehouse-ship's tackle-ship, unless otherwise provided for by a special contract.

Customer orders shall be complete, with all relevant data such as cargo weight and voluminosity. In the event that voluminosity is not specified, it shall be calculated on the basis of the total volume of the container, i.e. the means of transport for the cargo.

When inspecting the cargo in containers (customs etc.) from table 1, the Port shall calculate its services in the following manner:

- The handling of cargo required due to the inspection, including returning it to its initial condition, shall be calculated in accordance with the current hourly rate of the tariff for the leasing of workers/instruments for work.
- All operations and transport required due to the inspection of containers (full or empty) or trailers shall be calculated in accordance with the items referred to in table 10 (transport of containers) of Port's tariff or with the items referred to in a separate contract between the Port and the customer.

Every customer who orders services from the Port (transshipment or additional services) is required to remove all possible waste at their own expense in a timely manner. Otherwise, the removal of waste shall be calculated separately.

Direct operations and all other services that are not mentioned shall be agreed upon by means of a separate written contract between the Port and the customer.

TABLE O2 HEAVY CARGO

CARGO	EUR/TON			
	Ship-Ship's tackle (S-ST) or vice versa	Ship's tackle- Vehicle (ST-V) or vice versa	Ship's tackle- Warehouse (ST-W) or vice versa	Warehouse - Vehicle (W-V) or vice-versa
Heavy cargo - single, boxes, both				
Elements up to 5.000 kg	12.75	5.10	7.65	12.90
Elements 5.001 - 25.000 kg	19.95	8.00	11.95	22.00
Elements 25.001 - 60.000 kg	29.00	11.60	17.40	29.00
Elements 60.001 - 130.000 kg	39.95	16.00	23.95	39.00
Elements 130.001 - 145.000 kg	52.00	20.80	31.15	50.50

When the loading/discharging of heavy boxes, regardless of weight, is carried out by means of a self-loading/self-discharging trailer, the rate for the operation WAREHOUSE-VEHICLE or vice versa shall be reduced by 20%.

When the loading/discharging of heavy crates, regardless of weight, is carried out by means of heavy-lift ships, the rates for the operations ship's tackle-ship or vice versa, for which heavy-lift ships are used, shall be reduced by 20%.

The extra charge for the length of the boxes whose length is up to 16 meters is included in the price, and for boxes whose length exceeds 16 meters, the extra charge for length amounts to 50% on the above rates.

The extra charge for voluminosity is included in the above prices, and for boxes with a voluminosity exceeding 10 cbm per ton, the extra charge amounts to 100% on the above prices.

TABLE 03 VESSELS

CARGO	EUR/VESSEL	
	Ship-Terminal or Terminal-Ship	Terminal-Vehicle/sea or Vehicle/sea-Terminal
Vessels up to 500 kg per piece	33.00	27.00
Vessels 501 - 1.500 kg per piece	164.00	137.00
Vessels 1,501 - 3,000 kg per piece	357.00	296.00
Vessels 3,001 - 5.000 kg per piece	714.00	593.00
Vessels 5,001 - 10.000 kg per piece	988.00	823.00
Vessels 10,001 - 20,000 kg per piece	1318.00	1098.00
Vessels 20,001 - 30,000 kg per piece	1713.00	1428.00
Vessels 30,001 - 40,000 kg per piece	2227.00	1856.00
Vessels 40,001 - 50,000 kg per piece	2895.00	2413.00

For the operation sea-terminal, sea-ship, it is necessary to hire professional divers who shall be paid separately based on the invoice issued for the service.

TABLE O4 HAZARDOUS SUBSTANCE SUPPLEMENTS

IMDG Code Class	% increase above normal tariff
1. EXPLOSIVE SUBSTANCES	
1.1, 1.2, 1.3 Explosive substances and objects filled with explosive substances	150
1.4, 1.4S ammunition, ignition agents, pyrotechnic agents	150
1.5 insensitive substances of explosive properties	150
2. GASES	
2.1 flammable gases	50
2.2 non-flammable gases	25
2.3 toxic gases	150
3. FLAMMABLE LIQUIDS	50
4. FLAMMABLE SOLIDS	
4.1 Flammable solid substances, substances liable to spontaneous combustion	25
4.2 Solid substances liable to spontaneous combustion	50
4.3 Substances that develop flammable gases in contact with water	50
5. OXIDIZING SUBSTANCES	
5.1 oxidizing substances	50
5.2 organic peroxides	150
6. TOXIC AND INFECTIOUS SUBSTANCES	
6.1 toxic substances (poison)	150
6.2 infectious substances	75
7. RADIOACTIVE SUBSTANCES	200
8. CORROSIVE SUBSTANCES	75
9. MISCELLANEOUS HAZARDOUS SUBSTANCES AND MATERIALS	50

TARIFF PROVISIONS PERTAINING TO TABLE 04

Normally, the operations and storing of the IMDG class cargo are only possible if there is a special contract between the Port and the customer.

Extra charges prescribed for separate classes of hazardous cargo listed in Table 4 shall apply to all operations and storing of said cargo.

Notifications regarding the type of hazardous cargo, the conditions of transport and transshipment, as well as packaging and storage, are prescribed by the Law. Legal provisions shall apply to all those involved in the transshipment or transport of hazardous cargo. The Port shall accept works with hazardous cargo based on the previously concluded contract with the customer. Consequently, the customer shall present all legally prescribed documentation related to hazardous cargo. Said documentation should include the Material Safety Sheet containing:

- basic substance identity data (chemical and technical information, commercial name of hazardous cargo, class and physical- chemical properties),
- possible danger and safety measures related to the handling,
- recovery and neutralization in case of an accident.

The customer is required to deliver the above documentation to the Port at least 48 hours prior to the carrying out of work with hazardous cargo.

The customer is required to submit a notification of explosive, toxic or radioactive substances at least 7 days prior to the carrying out of the ordered work. In addition to the above documentation, the customer is to submit copies of the permits for the movement of dangerous substances issued by the relevant institutions.

Work with dangerous substances shall be performed only if:

- all the required documentation has been delivered on time
- all hazardous cargo is appropriately packaged, loaded, secured and properly marked.

In case of damage to hazardous cargo, the customer is required to cover the costs of cleaning and disposal of all waste.

TABLE 05 STORAGE FEE

Storage fee	Available storage	EUR/TON/DAY	
		Up to 30 days	From day 31
1. Closed storage	5	0.45	1.90
2. Open storage	5	0.25	0.90

Single packages exceeding 5 tons, or individual crates that are not adequate for a closed warehouse, are normally not stored in a closed warehouse. Should the Port accept the storage of such cargo in a closed warehouse, the storage fee shall be calculated based on a separate contract between the Port and the customer.

Tariff items related to the storage fee shall be increased for voluminosity, length and danger, with the same percentages that are applied to basic operations.

For parts of cargo that cannot be stored in the standard manner (different package sizes, sorting etc.) or that lead to inefficient use of the storage space for some other reasons, the storage fee shall be calculated based on special rates contracted between the Port and the customer.

The duration of fumigation shall not be subtracted from the storage fee period.

The storage fee for cigarettes, alcohol, containers, vehicles, vessels, machinery, paper, leather, materials of animal origin and other cargo not mentioned in table 4 and requiring careful handling (technical products such as video and audio equipment, computers, medical equipment, etc.), as well as cargo of undefined package dimensions, shall be calculated in accordance with a special contract between the Port and the customer.

The storage fee for cargo whose ownership was transferred to a third party shall be calculated in accordance with table 5 starting from the date of ownership change.

The storage fee for cargo requiring collection shall be contracted with a special contract between the Port and the customer.

The storage fee for hazardous cargo located in a separate warehouse shall be treated as for cargo in a closed warehouse, with an increase in the established rate by the percentage of danger defined based on the classification of goods in table 4 of this Tariff.

TABLE 06 FROZEN, CONDITIONED AND HIGHLY PERISHABLE CARGO

CARGO	EUR/TON				
	Ship-Ship's tackle (S- ST) or vice versa	Ship's tackle- Warehouse (ST- W) or vice versa	Ship's tackle- Vehicle (ST- V) or vice versa	Container- Warehouse (CT-W) or vice versa	Warehouse- Vehicle (W-V) or vice-versa
1. Chilled					
Bananas	17.25	10.60	8.80	23.90	19.20
Citrus fruits	11.30	9.55	6.95	23.90	19.20
Other	21.40	10.95	10.80	23.90	19.20
2. Deep Frozen	18.50	10.80	9.50	27.85	22.30

TARIFF PROVISIONS PERTAINING TO TABLE 06

Tariff items shall be reduced by 20% if the cargo is palletised, placed in jumbo bags, connected or consolidated in crates weighing one ton or more.

The following services are not included in the rates from table 6:

- lashing or unlashng of cargo on the ship, vehicle, container or trailer;
- lashing material.

All cargo which the Port considers to be improperly packed or inadequate for transshipment shall be calculated in accordance with the previously concluded written contract.

The charge for the filling and the emptying of containers with highly perishable cargo specified in Table 6, weighing below 15 tons, shall be carried out in accordance with a separate written contract.

The tariff for coastal loading/discharging (ship-ship's tackle) involves the use of a ship crane. In case the ship is not equipped with a crane, the use of a coastal crane shall be calculated in accordance with the tariff.

If the customer's cargo deteriorates in the refrigerated storage for reasons the Port is not responsible for, and if due to the degradation process, the cargo poses a danger to other cargo in the refrigerated storage or if it obstructs/prevents the storage and handling of other cargo, The Port shall notify the customer and demand the removal or destruction of the deteriorated cargo. If the customer does not approve the removal/destruction of the cargo, the Port reserves the right to remove/destroy the spoiled cargo at the customer's expense.

TABLE 07 STORAGE FEE FOR FROZEN, CONDITIONED AND HIGHLY PERISHABLE CARGO

Type of storage	Available storage	EUR/TON/DAY	
		Up to 60 days	From day 61
1. Cold storage	0	1.45	2.90
2. Temperature-regulated storage	0	1.10	2.20

The first and last day of the storage fee fall within the total storage fee calculation. The duration of fumigation shall not be subtracted from the storage fee period.

The Port shall accept cargo in the cold or temperature-regulated storage only based on a prior written contract.

The Port shall store the cargo in the cold or temperature-regulated storage only based on the customer's technical instructions and may be responsible for possible damages to the cargo only if it is proven that the customer's instructions were not followed.

The transshipment from one chamber to another inside the cold storage shall be calculated in accordance with the existing tariff for the operation warehouse-vehicle.

The temperature of the temperature-regulated storage ranges between 0 °C and +15 °C.

TABLE 08 CATTLE TERMINAL

CARGO	EUR/TON	
	Vehicle-Ship or vice versa	Vehicle-Barn-Ship or vice versa
1. Cattle	25.50	29.50
2. Small livestock	38.00	44.00
3. Hay in bales		
Bales over 300 kg	26.50	32.00
Bales up to 300 kg	32.50	39.00

TARIFF PROVISIONS PERTAINING TO TABLE 08

The rates indicated for the operation vehicle-barn-ship include the keeping of cattle in the port for 24 hours (one night keeping). Water is included in the rates.

The weighing/taring of the vehicle shall be calculated in accordance with a special contract between the Port and the customer. The washing and cleaning of the truck following the discharging shall be carried out by the Port, and the calculation of the service shall be done in accordance with a special contract. The costs of the veterinary service and the disposal of the cattle that died outside the competence of the Port shall be borne by the customer.

TABLE 09 STORAGE FEE FOR CATTLE

Type of storage	Available storage	EUR/PIECE
Cattle	0	2.50
Small livestock	0	0.40
Hay and straw	0	0.90

After the initial 24 hours and every subsequent 24 hours (whole or partial), the storage fee in barns for cattle and small livestock shall be calculated in accordance with the amounts indicated in table 9.

The storage fee for hay and straw shall be calculated in accordance with the amount from table 9, and it shall apply from the first day of storage.

The customer is required to provide food for cattle.

TABLE 10 CONTAINERS - TRAILERS - VEHICLES

SERVICE	UM	EUR/TON
Transhipment of full containers		
Transhipment from AGCT to the Rijeka terminal or vice versa	per container	60.00
Transhipment from AGCT to the Škrljevo terminal or vice versa	per container	70.00
Transhipment from the Rijeka terminal to the Škrljevo terminal or vice versa	per container	75.00
Transhipment of empty containers		
Transhipment from AGCT to the Rijeka terminal or vice versa	per container	35.00
Transhipment from AGCT to the Škrljevo terminal or vice versa	per container	55.00
Transpment from the Rijeka terminal to the Skrljevo terminal or vice versa	per container	60.00
Container operations		
Handling a full container - operation terminal-vehicle or vice versa	per container	45.00
Handling an empty container - operation terminal-vehicle or vice versa	per container	35.00
Oversized or special cargo and non-standard containers surcharge		Increase (%)
Handling oversized or special cargo and non-standard containers		50.00
IMO - SURCHARGES (add to the basic tariff)		
IMO CLASSES 1 and 7		100.00
IMO CLASSES 2, 3, 4, 5, 6, 8, 9		50.00
ADDITIONAL SERVICES		
Reefer containers		
<i>Reefer containers shall be connected to the electrical grid within 12 hours of receipt. Additional services shall be defined by a special contract.</i>		
Container weighing (on the vehicle)		
Weighing upon receipt or shipment (without transport to the weighing location)	per container	25.00
Container sealing		
Placing the seal of the ship-owner/owner	pcs	3.00
Seal removal		
Seal removal upon receipt or shipment	pcs	3.00

ADDITIONAL SERVICES		
<i>Positioning is the placing of a container for the purposes of inspection, sealing, filling/emptying, weighing or returning the container to the depot, and all additional operations requested by the client.</i>		
Positioning of a full container	per container	30.00
Positioning of an empty container	per container	25.00
Delay with dispositions or incorrect dispositions	per disposition	40.00
Photographing of an empty container	pcs	10.00
Fees for container damage repair		
<i>The removal of any damages that may result from cargo spills/wastage etc. from the container shall be charged based on a special arrangement between Port of Rijeka j.s.c. and the client.</i>		
CONTAINER CLEANING		
Sweeping of containers		
Sweeping - 20' contain.	per container	8.00
Sweeping - 40' contain.	per container	13.00
Washing of containers		
Washing - 20' contain.	per container	20.00
Washing - 40' contain.	per container	30.00
Washing with hot water - 20' contain.	per container	25.00
Washing with hot water - 40' contain.	per container	35.00

CARGO	EUR/VEHICLE	
1. Passenger vehicle transfer		
Ship – Ramp		25.00
Ramp – Terminal		30.00
Terminal – Vehicle		40.00
Vehicle – Terminal		40.00
Terminal – Ramp		30.00
Ramp – Ship		25.00
Ramp – Terminal – Vehicle		72.00
Vehicle – Terminal – Ramp		72.00
2. Other vehicle transfer (ROLL ON – ROLL OFF)	Ship -Terminal or vice versa	Terminal-Vehicle or vice versa
Tractors and vehicles up to 5 tons	63.00	48.00
Commercial vehicles and buses up to 10 tons	72.50	56.00
Other vehicles, including buses and trucks with trailers and other special vehicles up to 10 tons	105.00	87.00
	Eur/vehicle/day	
CARGO	Available storage	Daily fee
1. Passenger vehicles		
a) open warehouse	0	1.00
2. Other vehicles (full/empty)		
Tractors and vehicles up to 5 tons	0	3.50
Commercial vehicles and buses up to 10 tons	0	6.00
Other vehicles, including buses and trucks with trailers and other special vehicles up to 10 tons	0	6.00
Vehicles over 10 tons and military vehicles	In accordance with a special contract	

The first and last day of storage shall be calculated in the total cost of the storage fee.

TARIFF PROVISIONS PERTAINING TO TABLE 10

Ordering work on Saturdays, Sundays or holidays shall be done by 2 p.m. on the last normal working day preceding work execution. If work is not ordered within the prescribed time and in the prescribed manner, the Port shall hold no liability to the contracting entity. The customer may cancel the operational order for work, service or instruments no later than 18:00 hours before execution.

If the container for the work ordered on Saturdays is not delivered on time, waiting shall be calculated for the contracting entity in accordance with the tariff. Fumigation, disinfection and smell removal is subject to a special written contract between the Port and the customer.

The first and last day of storage fall within the storage fee calculation.

When storing full containers, the customer's order shall contain the following information: the ship-owner, the route and voyage number. When storing empty containers, the order shall contain information on the ship-owner. The Port shall additionally charge the dispositions with a lack of data.

For all other services and terms that are not indicated, the applicable tariff shall apply.

Filling and emptying of containers with passenger vehicles, as well as lashing or unlashng of vehicles in a container shall be calculated in accordance with a special contract between the Port and the customer.

Items under number 2 of table 10 shall apply to the handling of empty vehicles under their own power.

If the loading/discharging is carried out by means of a crane, the tariff item for vehicles up to 20 tons shall be increased by 75%. For vehicles exceeding 20 tons, the calculation shall be made based on the items indicated in table 1, item B-1: Heavy cargo.

If vehicle towing referred to in item 2 of table 10 is carried out using Port's instruments, the price of the operation shall be increased by 50%. For vehicles transporting cargo, tariff items shall be increased by 25%.

In the case of an empty accumulator, starting the vehicle by means of a battery shall be calculated in the amount of EUR 10.00/vehicle.

Refueling shall be calculated in the amount of EUR 10.00/vehicle plus the price of the filled-up fuel at the current market price of fuel. Vehicle towing in case of a failure shall be charged EUR 70.00/vehicle.

Other unlisted services shall be calculated based on a separate contract between the Port and the customer.

TABLE 11 STORAGE FEE - CONTAINERS - TRAILERS - VEHICLES

Storage fee		EUR
Storage fee for full containers at the Rijeka terminal		
Storage fee for a full container (the first three days)	no fee	
Storage fee for a full container (4-7 days)	EUR/TEU/day	6.00
From day 8 – Transport to the Škrljevo terminal depot in accordance with table 10		
Storage fee for empty containers at the Rijeka terminal		
Storage fee for an empty container (the first three days)	no fee	
Storage fee for an empty container (4-7 days)	EUR/TEU/day	4.00
From day 8 – Transport to the Škrljevo terminal depot in accordance with table 10		
Storage fee for full containers at the Škrljevo terminal		
Storage fee for a full container (the first three days)	no fee	
Storage fee for a full container (4-7 days)	EUR/TEU/day	4.00
from day 8 onwards	EUR/TEU/day	10.00
Storage fee for empty containers at the Škrljevo terminal		
Storage fee for an empty container (the first three days)	no fee	
Storage fee for an empty container (4-7 days)	EUR/TEU/day	4.00
Storage fee for an empty container (7-30 days)	EUR/TEU/day	5.00
from day 31 onwards	EUR/TEU/day	6.00
Storage fee for reefer containers		
Storage fee for a full container (up to 3 days), including electricity and monitoring	EUR/TEU/day	15.00
Storage fee for a full container (4-15 days), including electricity and monitoring	EUR/TEU/day	30.00
Storage fee for a full container (15-30 days), including electricity and monitoring	EUR/TEU/day	35.00
Storage fee for a full container (from day 31 onwards), including electricity and monitoring	EUR/TEU/day	40.00
Storage fee for oversized cargo, special equipment and imo class		
<i>Storage for cargo of IMO classes 1 and 7 is not allowed in the Port of Rijeka j.s.c. area.</i>		
<i>Storage fee for oversized cargo, special equipment and IMO classes 2, 3, 4, 5, 6, 8 and 9 shall be defined by a special contract.</i>		
<i>Extra charges related to storage fees for IMO class containers shall be calculated based on the IMO container operations table (Table 10).</i>		

TABLE 12 WOOD AND DERIVATIVES

CARGO	EUR/TON			
	Ship-Ship's tackle (S-ST)	Ship's tackle-Warehouse (ST-W) or vice versa	Warehouse- Vehicle (W-V) or vice-versa	Container- Warehouse or Container- Vehicle or vice versa
1. Softwood – sawn and bundled	4.70	2.00	3.50	10.50
2. Hardwood – sawn and bundled	9.75	3.30	5.40	13.50
3. Logs and poles/beams	8.35	3.25	5.00	
Up to 20 logs in a 40' container				Special arrangement
20 or more logs in a 40' container				

TARIFF PROVISIONS PERTAINING TO TABLE 12

If the cargo from table 12 is stored on multiple terminals, the customer is required to arrange loading on the priority terminal with the ship-owner, as well as cover the expenses of ship transfer or provide the transport of goods between terminals.

Sorting, stacking, marking, repackaging and similar services shall be calculated based on the work, material and machinery used or based on a separate written contract between the Port and the customer.

The rates from table 12 do not include:

- the lashing/unlashing of cargo on the ship or vehicle,
- lashing material.

The lashing is performed by the Port in accordance with a separate contract and under the customer's supervision.

In case cargo on a vehicle is loaded in a way that prevents discharging by means of a forklift, the tariff item for the operation vehicle - warehouse shall be calculated in accordance with a special written contract between the Port and the customer. Said rate can include the following:

- Manual discharging,
- Reduced effect,
- Difficult work,
- Wagon delay.

The tariff items listed in table 12 shall be increased in the following cases:

by 50% for impregnated poles or the breaking of packages to fill the space in the ship's warehouse at the customer's request

50% for the handling of softwood (1 to 3 meters long) and hardwood up to 1.7 m long, the filling of deck space not intended for cargo storage and the tucking, rotating of packages, etc.

Operations with friezes constitute the subject matter of a special written contract between the Port and the customer.

The Port shall not break packages without having received a special written order from the customer and shall not be liable for the loading delay if the breaking of packages is requested by the ship.

In order to prepare the cargo properly and in a timely manner, work orders shall be delivered with all the necessary details regarding additional works prior to the arrival of the ship, i.e. at least 3 days prior to the arrival of the ship.

Operations with knitted products and other wooden products that are not mentioned shall be defined based on a separate written contract between the Port and the customer.

Each customer who orders services from the Port (the handling of cargo and other services) shall be responsible for the removal of waste pertaining to the cargo described in table 12, namely at their own expense. Such materials include wood waste, sawdust, nylon, paper, etc.

If that isn't possible for the customer, the cost of waste disposal shall be charged to them based on a prior written contract with the Port.

TABLE 13 STORAGE FEE FOR WOOD

Warehouse	Available storage	Eur/m ³ /day	
		From 14 to 45 days	From day 46
1. Softwood – Covered	14	0.30	0.90
2. Softwood – Open	14	0.20	0.50
3. Hardwood – Covered	14	0.20	0.40
4. Hardwood – Open	14	0.12	0.25

The cargo listed in table 13 shall be stored in an open or a covered warehouse in accordance with the available capacities of the Port. Should the customer want to store cargo in a closed warehouse, it is first necessary to check the capacity availability with the Port.

TABLE 14 BULK CARGO HANDLING OPERATIONS TARIFF

CARGO	EUR/TON		
	Ship-Vehicle (S-V)	Ship-Warehouse (S-W)	Warehouse-Vehicle (W-V)
Phosphates, salt, perlite, raw magnesite, ilmenite, fertilizers, coke, coal, bauxite, raw ore	6.20	8.50	4.00
Sinter magnesite, calcinated bauxite, metal concentrates and similar grain cargo	7.50	10.00	4.00
Soda, borax, sugar and other powdery or similar cargo	8.00	6.50	4.00
Scrap iron, bitumen, pig iron	8.50	6.50	4.50
Sulphur	9.50		
Additional services			EUR/TON
Transfer between warehouses on the same terminal			3.00
Transfer within the warehouse			2,00
Transport belt			3.00
Emptying of containers			14.50
Filling of containers			14.50

TARIFF PROVISIONS PERTAINING TO TABLE 14

Operations with dry bulk cargo shall be carried out by means of a ladle and special loading/discharging instruments.

If for the loading/discharging of cargo listed in table 14 some operations that were not mentioned are used and if unlisted dry bulk cargo is handled, the calculation shall be carried out in accordance with a special contract between the Port and the customer.

The loading and discharging of bulk cargo into/from the warehouse of the tweendecker, as well as other types of ship warehouse less adequate for work by means of a ladle, shall be calculated in accordance with a special contract between the Port and the customer.

For cereals and oilseeds weighing less than 500 kg/m³, tariff rates listed in table 16 shall be increased by 20%.

The bagging of cereals, oilseeds, minerals and other additional services shall be calculated based on a special contract between the Port and the customer.

The Port does not accept the entrance of infected cargo into silos. Fumigation shall be carried out prior to entering the warehouse. If infected cargo enters silos, the costs of fumigation/de-infestation of transportation routes, elevators and cells shall be borne by the customer.

Unused working hours due to ship-related problems shall be calculated as normal working hours or in accordance with a special contract between the Port and the customer.

The discharging of wagons without the self-discharging option, as well as loading on type G and GA wagons, shall be calculated in accordance with a special contract between the Port and the customer.

The basic tariff shall be increased by 10% when loading cargo in trucks or tank wagons.

The tariff for operations with abrasive, corrosive and hygroscopic substances such as potassium chloride, ammonium sulfate, urea etc. shall be calculated in accordance with a special contract between the Port and the customer.

The commercial weighing of cargo on terminal scales shall be calculated in accordance with a special contract. Tariff items referred to in table 14 shall apply to orders in the amount of 1,000 tons per year.

In case of additional operations with cargo, the tolerance for deviation from the initial weight shall be agreed upon based on a special written contract.

The Port shall not be liable for the quality of cargo unless the foregoing is defined by a special contract. None of the items referred to in table 14 include the destruction of cargo or waste disposal.

TABLE 15 COAL AND ORE

CARGO	EUR/TON			
	Ship-Warehouse (S-W) or vice versa	Warehouse- Vehicle (W-V)	Vehicle- Warehouse (V-W)	Warehouse- Ship (W-S)
Coal	4.50	4.50	5.00	4.80
Ore	3.20	3.20	4.50	4.40

Operations with cargo referred to in table 15 and the transport to locations that are not mentioned, as well as other unlisted types of bulk cargo, shall be calculated based on a special contract between the Port and the customer. The rates shall apply to cargo with granulation of up to 150 mm under normal humidity conditions.

Bulk cargo operations shall be performed by means of ladles and other loading/discharging instruments.

Tariff items shall be increased by 25% for cargo requiring additional sprinkling to prevent dustiness or self-ignition. Tariff items shall be increased by 20% for operations with ore with granulation of over 80 mm, but below 150 mm. The available storage period and the collection upon its expiry shall be done based on a special agreement.

The prices of additional services such as sifting, shredding and mixing shall be defined based on a special contract between the Port and the customer.

The Port does not accept defective and dirty wagons. If the wagons are inadequate (unwashed, with snow, etc.), the Port shall charge the customer, i.e. the person who ordered the wagon for all possible costs that may come about (waiting for workers, cleaning).

TABLE 16 BULK CARGO

CARGO	EUR/TON		
	Ship- warehouse/silos (S-W) or vice versa	Silos/Warehouse- vehicle (W-V) or vice versa	Transport within the warehouse
Cereal and oilseed grains (SILOS)	4.50	3.50	2.50
Cereal and oilseed grains (warehouse)	5.50	3.50	2.50

TABLE 17 STORAGE FEE FOR CARGO LISTED IN TABLES 14 AND 16

Warehouse	EUR/TON/DAY		
	Available storage days	From 11 to 90 days	Over 90 days
1. Closed – Silos	10	0.27	1.00
2. Closed – Warehouse	10	0.22	1.00
3. Covered storage	10	0.17	0.50
4. Open storage	10	0.11	0.50

TARIFF PROVISIONS PERTAINING TO TABLE 17

The first and the last day of storage are included in the storage fee calculation.

Open and covered storing do not provide cargo protection from weathering such as rain, the sun, wind, dust, etc. The Port shall not be liable for any damages on cargo stored in said manner.

TABLE 18 WORKS IN THE WAREHOUSE

Service	EUR/TON
Weighing of cargo	
1. Cargo weighing during the storage or the retreating of stored goods (max. 2 tons of individual weight):	
a) serial	3.80
b) individual – 60 kg bags	0.90
2. Serial weighing in the warehouse with the dismantling and stacking (max. 2 tons/piece)	7.35
CITRUS FRUITS	
3. Citrus fruit sorting	47.50
4. Moving the cargo within the warehouse on the same level	4.50
5. Transshipment of cargo between warehouses or other buildings within the Port (without loading) on the same level	5.40

All additional works not listed in table 18 shall be calculated in accordance with the same rates from other tariff tables or in accordance with a previously concluded contract between the Port and the customer.

The sorting of cargo in the warehouse shall be calculated based on a previously concluded contract between the Port and the customer. Machine palletizing and the sorting of bananas shall be calculated based on a previously concluded contract between the Port and the customer.

The price of cargo transfer within or between warehouses of the Port is valid only for cargo on the same warehouse level. All other operations with cargo placed on different warehouse levels shall be calculated based on a special contract between the Port and the customer.

TABLE 19 WORK ON THE SHIP

Service	Price
Operations	
1. In the ship's warehouse on the same level	70% of the Ship-Ship's tackle rate
2. In the ship's warehouse on more levels	120% of the Ship-Ship's tackle rate
3. From one ship's warehouse to another	200% of the Ship-Ship's tackle rate
BULK CARGO ALIGNMENT	EUR/TON
4. Small cargo	1.70
5. Larger cargo	3.40

The Port usually does not sort cargo on the ship.

The aligning of cargo following the completion of loading of the ship with dry bulk cargo shall be calculated in accordance with the actual time required.

Tariff rates shall be increased for the following difficult work:

- a) by 25%: - for manual discharging or loading of cargo from the height of 2 m or more;
- b) by 50%:
 - for operations with cargo more than 16 m long (not applicable to RORO operations);
 - for work in narrow or confined areas on the ship, i.e. the dimensions of the opening for cargo shall be at least one meter longer than the cargo being lifted or lowered;
 - for work with cargo that is not adequately arranged or laid down;
 - for work with cargo more than 6 m long, being loaded in narrow parts of the ship's warehouse;
 - for work with compressed cargo, where spacing is needed so it would be possible to efficiently grab the cargo;
 - for work in ship warehouses where the height of the overhead space is below 180 cm;
 - for work in ship parts normally not intended for the transport of cargo; work in tanks or lockers;
 - for work that is usually carried out by machinery, but in specific situations human hands are required;
 - for work combining multimodal and general cargo;
- c) by 100%: - for work in the rain, wind or snow.

Should the Port consider that certain work can be performed only in extremely difficult conditions, a contract shall be concluded with the customer. In that case, tariff rates shall be increased by 110% or more.

The Port shall perform and calculate all other necessary works based on a separate contract with the customer.

Tariff items for loading/discharging (Ship-Ship's tackle and Ship's tackle-Ship) shall apply for the transshipment of cargo from one ship to another.

During the transshipment of cargo from one ship to another using Port's instruments, the following tariff rates shall apply for the operations: Ship-Ship's tackle-Vehicle or vice versa, with a special extra charge for transport.

The customer who requests direct operations from one ship to another is required to submit an adequate order.

In case the ship does not deliver the cargo separately as indicated in the bill of lading (when the cargo is mixed in the ship's warehouses), the Port shall also charge the Owner a surcharge of 50% on the basic tariff item (FIO terms) for the operation ship-ship's tackle. The increase shall apply to the total amount of cargo mixed in the ship's warehouses, regardless of whether it is to be sorted in a ship or coastal warehouse.

TABLE 20 MOORING AND UNMOORING OF SHIPS

Calculation basis per GRT from – to	EUR
0 - 250	5.00
251 - 500	10.00
501 - 1.000	20.00
1,001 – 2,000	40.00
2,001 - 4,000	80.00
4,001 – 7,000	160.00
7,001 – 11,000	260.00
11,001 - 15,000	380.00
15,001 – 20,000	510.00
20,001 – 25,000	680.00
25,001 – 30,000	830.00
30,001 – 35,000	990.00
35,001 or more	35.00 / 1,000 GRT
Ship unmooring or mooring when moving it along the same coast:	
- unmooring per GRT	0.017
- mooring per GRT	0.017
Mooring or unmooring by means of a chain per GRT	0.022
Mooring to a buoy or unmooring from a buoy	17.65
Mooring alongside another ship per GRT	0.039
Ship rope moving without moving the ship	90.00
Waiting for the ordered mooring/unmooring employees (per person, per hour)	10.00

TABLE 21 WORK PER HOUR

Work/worker	EUR/HOUR
Work with machinery	worker
Rotating, grinding, welding, drilling, shaping	29.00
Manual work	per qualified worker
Mechanic, auto-electrician, locksmith, carpenter, electrician, firefighter, etc.	25.00
Basic port activity	per worker
Port Transport Worker (PTW)	14.00

TARIFF PROVISIONS PERTAINING TO TABLE 21

The tariff rates do not include the value of the material used.

If, at the client's request, some works are carried out outside Port's shops, travel and other expenses shall be calculated and charged separately.

Tariff items from TABLE 21 shall apply per indivisible hour (an hour is the basic accounting unit). Should the customer request services outside the port area, the cost of transport and other possible costs shall be calculated separately. The Port shall calculate the waiting for work in accordance with item 3 and 4 in the following cases: Waiting due to rain or some other force majeure;

Waiting for the ship to arrive;

Waiting due to the moving of the ship's gang from one to another warehouse of the ship on the order by the ship or the agent (1 hour is calculated);

Waiting for the means of transport to arrive;

Waiting for the technical readiness of the ship;

Waiting for the cargo to arrive;

Waiting due to the unreadiness or lack of documentation for discharging/loading;

Waiting for other reasons.

Waiting shall not be charged if it is caused by the Port of Rijeka.

Waiting during overtime work, on Sundays or holidays shall be increased based on the items for the increase in work prices for said days.

Tariff items from this table do not include the possible consumption of additional materials, gas or other materials that are charged based on the real consumption.

The rates from this table shall apply to all waiting caused by force majeure or anything that is not the Port's fault, and which occurs during the work shift.

TABLE 22 IDLE TIME AND WAITING FOR WORKERS

Type of idle time	EUR/HOUR
Ship's gang in direct operation	150.00
Ship's gang in indirect operation	200.00
Warehouse gang	Calculated based on the actual
Waiting for warehouse gang	work and time used

When idle time occurs during overtime work, the rates from this table shall be increased in accordance with the provisions of the Overtime Work Tariff.

Waiting for workers related to other works shall be calculated at the prices from Table 22 per worker for one indivisible hour.

During normal working hours, the work can be completed or canceled before the end of the half shift, with the working hours remaining until the end of the half shift being charged in accordance with the rates from this Table. When the work is completed or canceled following the end of the half shift, the working hours remaining until the end of the shift shall also be charged in accordance with the rates from this Table.

During overtime work, the working hours remaining until the end of the half shift or shift shall be charged in accordance with the rates from this Table, increased by 50%.

TABLE 23 ELECTRICAL POWER AND WATER

Description	Per measurement unit in EUR
1. ELECTRICAL POWER	
- For boats and other consumers:	
a) per kwh	0.30
b) lump sum for the connection	15.46
2. WATER	
- For boats and other consumers per 1 m ³ - For rented spaces and warehouses	2.43

TABLE 24 ADMINISTRATIVE SERVICES TARIFF

Type of service	Measurement unit	Per measurement unit in EUR
Issuing of additional copies of weighing reports	per 1 copy	1.05
Issuing of a transcript of the objection related to damaged goods	per 1 copy	6.50
Issuing of copies of tally reports	per 1 copy	9.78
Issuing of copies of the certificate of cargo storage	per 1 copy	9.78
Cancellation of dispositions	per 1 disposition	9.78
Transfer of ownership of goods	per 1 transfer	9.78
Transfer of ownership of containers, up to indivisible 5 container pieces per disposition	per 1 transfer	9.78
Issuing of other unlisted documents and transcripts	per 1 copy	9.78
Issuing of a warehouse receipt	per 1 warehouse receipt	65.42
Re-invoicing costs	per invoice	9.78

TABLE 25 RENTAL OF INSTRUMENTS, TECHNICAL AND OTHER TOOLS

Description	Measurement unit	Per measurement unit in EUR
Costal crane with a load-bearing capacity of up to 6 t	hour	100.00
Costal crane with a load-bearing capacity of 30 t	hour	150.00
Mobile coastal crane with a load-bearing capacity of 60 tons	hour	200.00
Coastal cranes - 80 mt	hour	230.00
Auto crane with a load-bearing capacity of up to 14 t	hour	120.00
Auto crane with a load-bearing capacity of 15-60 t	hour	150.00
Auto crane with a load-bearing capacity of up to 100 t	hour	200.00
Reachstacker (container autocrane) – 45 mt	hour	250.00
Forklift with a load-bearing capacity of up to 3 t	hour	45.00
Forklift with a load-bearing capacity of 4-6 t	hour	65.00
Forklift with a load-bearing capacity of 8-15 t	hour	120.00
Forklift with a load-bearing capacity of 16-32 t	hour	150.00
Mobile loader with a load-bearing capacity of 2-9 t	hour	80.00
Mobile loader with a load-bearing capacity of 10-20 t	hour	140.00
Tractor with a trailer - up to 20 t	hour	50.00
Tractor with a trailer - up to 50 mt	hour	70.00
Mobile loader 21 30 t	hour	200.00
Excavator (crawler type) - up to 10 t	hour	100.00
Tug with a trailer with a load-bearing capacity of up to 25 t	hour	70.00
Tug with a trailer with a load-bearing capacity of up to 60 t	hour	85.00
Weighing scale - up to 3 t	shift	50.00
Accommodation ladder - 4 m	shift	50.00
Accommodation ladder 15-18 m	shift	100.00
Distancer	day	100.00
Auto-ladder	hour	50.00
Port pallet	day	20.00
Ship for the transport of passengers	hour	60.00
Truck and driver rental 5-12 t	hour	50.00

TARIFF PROVISIONS PERTAINING TO TABLE 25

Rental of tools and other unlisted technical instruments shall be done based on a special arrangement.

The operator shall be involved in the rental of technical instruments. The rental of instruments with the operator working overtime shall be increased in accordance with the defined percentages from the work leasing table.

Tariff items from table 25 shall apply per indivisible hour (an hour is the basic accounting unit).

The rates shall apply only for the rental of instruments within the port area. The time of waiting for the rented instruments shall be calculated as 50% of the price.

The machinery can only be used on sufficiently firm surfaces. The rental price for the instruments not listed in the table shall be calculated based on a separate written contract between the Port and the customer.

The Port reserves the right to change the prices at any time.

Port of Rijeka j.s.c.

President of the Management Board

Duško Grabovac

Member of the Management Board

Bartłomiej Pastwa