

ADDENDUM CT

To

**TERMS AND CONDITIONS
CHARGES FOR SERVICES,**

Provided by

PORT OF VARNA EAD

Effective 02.01.2025 until 31.12.2025



ISO 27001
BUREAU VERITAS
Certification



I. GENERAL TERMS AND CONDITIONS

1. This Addendum CT shall be an integral part of the "Terms and Conditions, Charges for Services Provided by Port of Varna EAD" (main tariff), and shall apply to all activities related to handling of containers and container vessels.
2. The charges for container handling shall be subdivided according to the transport scheme and the state of container (full/empty).
3. The charges in below tables shall refer to 20ft and 40ft ISO containers, with maximum weight and out-of-gauge size limited by the lifting capacity and the size of spreader and lifting attachments.
4. For containers, the charges for main handling services shall be levied per container unit, and shall not include additional surcharges and reductions as described in Item 11, General Terms and Conditions of the main tariff, and in Section II, Table CT herein.
5. The charges in this Addendum CT are determined in EUR and do not include VAT, which will be charged in addition, subject to the applicable VAT Act and the Rules for Enforcement of the VAT Act.
6. The gross weight of a full container (VGM) shall include the specified tare weight of container, the weight of cargo, including its packing, and the weight of dunnage.
7. The storage period shall start as from the time of receiving the container at the terminal and shall end at the time of departure of such container from the terminal.
8. In the event that Client's containers stay at the Port for more than two calendar months (as from the receiving date), the Port shall apply the relevant storage charges at the end of each calendar month.
9. Should the Port find during an inspection that the container weights have been incorrectly stated (understated) by the clients, such clients will be charged at triple the rate for the main handling services.
10. Whenever a container is opened for the purposes of contained unstuffing, the Port shall reserve the right to refuse to perform the service, providing that the cargo differs from the initially supplied information and/or there is a possibility of damaging the cargo during its handling, or that the health & safety provisions may be violated.
11. For any port services which are not included in this Addendum CT, the clauses of the main tariff shall apply.
12. In the case of discrepancy between the clauses of this Addendum CT in Bulgarian and English languages, the Bulgarian version shall prevail.

TABLE CT**CONTAINER HANDLING (EUR, €)**

| No column | CONTAINERS | MEASURE UNIT | CHARGE, EUR | |
|--------------|--|-----------------|-------------|-----|
| 1 | 2 | 3 | 4 | 5 |
| Section I | MAIN HANDLING SERVICES | | 20` | 40` |
| 1 | Discharging from ship to terminal or loading from terminal to ship | | | |
| 1.1 | Full container | unit | 90 | 105 |
| 1.2 | Empty container | unit | 75 | 90 |
| 2 | Discharging from land vehicle to terminal or loading from terminal to land vehicle | | | |
| 2.1 | Full container | unit | 40 | 50 |
| 2.2 | Empty container | unit | 32 | 42 |
| 3 | Roll trailers (loading or discharging) | unit | 71 | 80 |

| Section II | SURCHARGE ON THE RESPECTIVE RATES IN SECTION I | | PERCENTAGE |
|------------|--|---|------------|
| 1 | 2 | | 3 |
| 4 | Handling of a non-cellular ship, without guide rails in ship's hold | | 25% |
| 5 | a | Containers requiring special lifting attachments; incl. containers with defects in geometry, where the spreader cannot lock automatically | 50% |
| | b | Containers of types: over-high, over-side, over-weight (over 35 tons) etc. | 25% |
| 6 | a | Container handling on a conventional vessel | 25% |
| 7 | b | Container stowage/retrieving from under-deck spaces of a conventional vessel | 50% |
| 8 | Towage of roll trailers by means of port equipment Container stowage in under-deck spaces of a conventional vessel | | 50% |

| | | | |
|----|---|---|------|
| 9 | Handling of containers with dangerous cargo, as per IMO class | | |
| | a | IMO class (1) | 200% |
| | b | IMO class (6.1), (3), (4.2), (6.2) | 50% |
| | c | IMO class (2), (4.1), (4.3), (5.1), (5.2), (8.0), (9) | 20% |
| 10 | For loading of containers with specific numbers (on board and/or underdeck) as requested by the ship owner or the Liner Operator, a surcharge shall apply on the rates in Item 1, Section I of this table (excluding IMO class containers, reefers or flat racks) | | 25% |

| Section III | CONTAINER SHIFTING | Measure unit | CHARGE, EUR | | |
|-------------|--|--------------|-------------|-----|-----|
| 1 | 2 | 3 | 4 | 5 | |
| 11 | Container shifting/re-stow | | 20' | 40' | |
| 11.1 | on board, in the same bay | | | | |
| | a | full | unit | 45 | 55 |
| | b | empty | unit | 30 | 40 |
| 11.2 | via berth or on board in different bays | | | | |
| | a | full | unit | 130 | 150 |
| | b | empty | unit | 110 | 130 |
| 12 | Container transfer within the territory of Port of Varna EAD | | | 20' | 40' |
| | a | full | unit | 20 | 25 |
| | b | empty | unit | 15 | 20 |

| Section IV | ADDITIONAL SERVICES TO CONTAINERS AND CONTAINER VESSELS | | Measure unit | CHARGE, EUR | |
|------------|--|---------------------------|---|---|-----------------|
| 1 | 2 | | 3 | 4 | |
| 13 | Towage of truck to determine the Verified Gross Mass (VGM) of container (gross and tare) | | truck | 14 | |
| 14 | Dry cleaning/sweeping of empty containers | | container | 15 | |
| 15 | Dry cleaning of empty reefer containers | | container | 20 | |
| 16 | For each correction in a confirmed loading order | | container | 3 | |
| 17 | For cancelling of a confirmed loading order | | loading order | 25 | |
| 18 | For changing ownership of container | | container | 25 | |
| 19 | Preparing of bay plan | | unit | The service is included in the prices of MAIN HANDLING SERVICES, item 1 | |
| 20 | Covering of open-top container with canvas | | operation | 23 | |
| 21 | Loading/discharging of ship machinery onto/from container vessels | | Measure unit | Via berth | On the terminal |
| | a | unit weight up to 3000 kg | machine-hour | 103 | 59 |
| | b | unit weight up to 3000 kg | machine-hour | at the rates in Table 4 of the main tariff | |
| 22 | Container stuffing or stripping, cargo reloading from/to container to/from vehicle, or from one container to another | | the respective charge in Table 1 of the main tariff | | |
| | a | Excise goods | - 7% | | |

| | | | | | |
|----|--|---|-----------|--------------|-----|
| | b | Other goods | | - 10% | |
| | c | Goods (other than excise) with unit weight over 10 tons, voluminous, fragile, long, or goods in reefer containers | | no reduction | |
| | d | Possibilities and conditions for container (un)stuffing with IMO class goods | | to be agreed | |
| | e | Containerisation of grain cargo by means of a specialised port installation in 20' containers, per container | container | 105.30 | |
| 23 | Unlashing of goods inside a container: | | | | |
| | a | Goods in conventional packing | ton | 1,80 | |
| | b | Inside a vehicle: | | per unit | |
| | | - by means of lashing belts | | 7,20 | |
| | | - firm securing | | 12 | |
| | c | Steel coils | container | 20' | 40' |
| 20 | | | | 23 | |

| | | | | |
|------|--|-----------------|------|--|
| 24 | Services to container vessels | | | |
| 24.1 | Each opening or closing of hatch cover | per hatch cover | 41 | |
| 24.2 | After written notice has been made by the Port, any vessel's delay containership at an operational berth for more than 2 hours after berthing, during handling and/or after completion will be charged | per hour | 1170 | |

Notes:

1) The above charges shall apply for delays not resulting from either Port's misbehaviour, or force majeure, or banned ship manoeuvring, or waiting for a pilot for ship departure.

2) The delays shall be charged for the account of the party, which has caused such delays (ship owner and Liner operator/Operator)

Section V CONTAINER STORAGE, EUR

FULL containers, per unit per day, to be counted from the 1st chargeable day

| IMPORT | 20' | 40' |
|---|------------|------------|
| From the 1st day to the 7th day | free | free |
| Up to 15 days (after the free period) | 1,10 | 1,90 |
| Up to 30 days (after the free period) | 1,60 | 2,70 |
| Over 30 days (after the free period) | 2,30 | 3,80 |

| EXPORT | 20' | 40' |
|--|------------|------------|
| From the 1st day to the 10th day | free | free |
| Up to 15 days (after the free period) | 1,10 | 1,90 |
| Up to 30 days (after the free period) | 1,60 | 2,70 |
| Over 30 days (after the free period) | 2,30 | 3,80 |

EMPTY containers, per unit per day

| IMPORT or EXPORT | 20' | 40' |
|--|------------|------------|
| From the 1 st day to the 15 th day | free | free |
| From the 16 th to the 45 th day | 0,80 | 1,60 |

| | | |
|---|--------------------|------|
| After the 45 th day | 2,30 | 3,80 |
| REEFER FULL containers, per unit per day | | |
| IMPORT or EXPORT | 20' или 40' | |
| For the 1 st day | free | |
| From the 2 nd day onwards | 26,40 | |

| Free storage period shall not apply to: | 20' | 40' |
|--|-----------------------------|------------|
| FULL containers with IMO class and/or containers going in land-land direction | EUR per unit per day | |
| From the 1 st day to the 15 th day | 1,10 | 1.90 |
| From the 1 st to the 30 th day | 1,60 | 2.70 |
| After the 30 th day | 2,30 | 3.80 |
| EMPTY containers going in land-land direction | | |
| From the 1 st to the 30 th day | 0.80 | 1.60 |
| After the 30 th day | 2.30 | 3.80 |

EXPLANATORY NOTES to Table CT

1. The charges in Section I also include the necessary technological moves of containers within the container stack.
2. The charges in Item 12, Section III, Table CT, shall apply for:

| |
|---|
| (each moving from the container stack to the ground or vice versa) for the purposes of: |
| ✓ customs inspection |
| ✓ sampling |
| ✓ checking of technical condition |
| ✓ sealing / inside lining |
| ✓ checking of seals, container stripping/stuffing |
| ✓ any necessary moving of container from one stack to another due to discrepancy of data for vessel/port as stated during arrival and vessel/port as indicated in the loading order |

| | |
|--|--------------|
| CONTAINER (UN)STUFFING: | |
| 1. FOR RETURNING OF CONTAINER TO THE STACK AFTER (UN)STUFFING, THE LINER OPERATOR SHALL BE CHARGED | 1 operation |
| 2. CONTAINER INSPECTION | |
| 2.1 customs, veterinary border control, x-ray, including transfer by means of port's tractor | 2 operations |
| 2.2 sealing, taking of label from goods – on the ground in front of the stack | 1 operation |
| 3. WEIGHING OF CONTAINER by means of port's weigh-bridge | 2 operations |
| 4. MATERIAL DOSING for container stuffing (regardless of the number of measurements) | 2 operations |

3. For container storage, free periods of storage shall be awarded as follows:
 - a) full import containers: for a period of 7 (seven) days
 - b) empty import containers: for a period of 15 (fifteen) days
 - c) export containers: for a period of 10 (ten) days.
- 3.1 The above free storage periods shall not apply to:
 - a) full reefer containers
 - b) IMO class containers
 - c) containers which are not handled via Port's berth in land-sea direction or reverse.

4. Charges for storage and moving of containers loaded with dangerous goods will be subject to a surcharge of the same percentage which applies to the main handling services.
5. Storage charges for reefer (full) containers include the following services provided by the Port:
 - a) plugging/unplugging
 - b) payment of cost of consumed electric power to the National Electricity Company by the Port
 - c) recording of temperature at the moment of receiving/delivery from/to vessel and providing a copy on request
 - d) daily monitoring of temperature and recording the measurements in the log at every 6 hours (including checking of seals)
 - e) when the agent should be contacted, one telephone call is provided. (On additional request by the agent, more calls can be allowed against payment).
 - f) continuous power supply.
6. The rates in Item 22 (a) и (б), Section IV, Table CT will apply to goods of normal shape, dimensions and packing. Any oversized goods will be subject to the relevant surcharges in Section IV of the main tariff;
7. Container stripping/stuffing operations involving dangerous goods or any goods/packing unmentioned in Table 1 of the main tariff will be subject to a separate agreement.
8. The charge for containerisation of grain cargo under Item 22(e) shall include automatic determination of VGM.
- 8.1 Any needed container moves during containerization of grain goods shall be charged in addition, in accordance with Item 12, Section III of Table CT.
9. The abbreviation "LV" shall mean a "land vehicle".