

2025

GHENT

TERMINAL TARIFF





# TERMINAL OPENING HOURS

## TRAILERS

Ghent Mercatordok Multimodal Terminal	<b>Monday - Friday</b>	24 hours open
	<b>Saturday</b>	0001 - 2300 h
	<b>Sunday</b>	1400 - 2200 h
	<b>Outside opening hours</b>	upon request

## LIFT UNITS

Ghent Mercatordok Multimodal Terminal	<b>Monday - Friday</b>	0600 - 2200
	<b>Sat / Sun-Holidays</b>	Upon request
	<b>Outside opening hours</b>	Upon request

## SECTION 1 - QUAY STANDAGE\*

Free period for import units that are shipped as unaccompanied units on DFDS vessels - First 3 days free including days of discharge and collection.

All units will incur standage charges if they are on terminal more than 72hrs after discharge from the sailing they were booked to travel on.

Thereafter per calendar day (24h) or part thereof:

Unit Type	0-72 hrs	>72 hrs - 144 hrs (4-6 days)	>144-216 hrs (7-9 days)	>216 hrs (>9 days)
Containers and Cars/Vans <7.5m	Free of charge	€16/day	€31/day	€61/day
Trailers, Containers and Trucks/Buses/Machinery <15m	Free of charge	€31/day	€61/day	€91/day

\* Due to local port regulations and environmental permit limitations, IMDG goods are not allowed to be stored longer than 30 days. Exceptions IMO Class 1 & 7

\*If no storage agreement has been made, standage charges will apply. Fee's applicable from 1st January 2025.

## SECTION 2 - QUAY STORAGE\*

Storage 'ex-road' / Frustrated Exports / Frustrated Imports (subject to acceptance) have no free days before quay rental commences; the following storage charges will be applicable per calendar day or part thereof from arrival at the gate to departure :

### Unit Type

Trailers	per unit/ day	€ 10,00
Containers	per TEU/ day	€ 4,50
Trucks/ Bus / Machines	per unit/ day	€ 9,00
Cars (arrival day free) - per lot	per car/ day	€ 3,00
Cars (arrival day free) - individually pickable	per car/ day	€ 5,00
Minimum charge for the above services		€ 131,00

\* Due to local port regulations and environmental permit limitations, IMDG goods are not allowed to be stored longer than 30 days. Exceptions IMO class 1 & 7

## SECTION 3 - CARGO HANDLING\*

	Monday - Friday	08:00 hrs - 15:30 hrs
	Outside opening hours	upon request

### Lift Units

Reach Stacker lift - Weekday opening hours 06:00 - 21:00		€ 43,00
Reach Stacker lift - Out-of-hours lift (ISO units)		€ 76,00
Mobile Harbor crane	per lift, min 18 lifts	€ 78,00

### Special Cargo

Heavy lifts (handled with FLT or RS - up to 50 tonnes)	per 1000 kgs	€ 26,50
Heavy lifts (handled with 2 FLT or RS - up to 50 tonnes)	per 1000 kgs	€ 39,00
Heavy lifts (handled with Mobile Harbour Crane - up to 100 tonnes)	price per project	
Palletised	per pallet	€ 10,00
Steel (FCL)	per 1000 kgs	€ 10,00
Steel bars (if handled with 1 FLT)	per 1000 kgs	€ 10,00
Timber (FCL)	per cbm	€ 10,00
Paper Reel	per 1000 kgs	€ 10,50

Minimum charge for the above services € 107,00

\* Listed rates exclude any local shunting

## SECTION 4 - GATE

### Gate inspection (trailers, intermodal)

Gate inspection (documentation, damage check, pictures)	per direction (in/out)	€ 16,00
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### Gate Admin & Inspection

Gate inspection (documentation, damage check, CBU gate)	per unit	€ 32,50
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Gate inspection (documentation, damage check, CBU gate) - cars	per lot	€ 32,50
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## SECTION 5 - OTHER CHARGES

### Labelling

Adding missing labels on hazardous units (minimum charge)	€ 84,50
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Set of hazardous labels ( 4 labels )	€ 43,50
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### Temperature Controlled Units

Plug-in, monitoring and electricity supply first day	€ 37,00
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For each subsequent day or part thereof	€ 21,50
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Monitoring only (as from first day) / day	€ 21,50
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### Seal Checking

Terminal seal check under written request by the customer	€ 51,00
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### Oil Spills

Cleaning of oil spillage from truck	per case	€ 532,00
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### Verified Gross Mass Weighing (VGM)

VGM weighing + certificate	per unit	€ 52,00
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### Fumigation service

Fumigate container + move ex truck/barge/rail + move on truck/barge/rail	per unit	€ 505,00
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## SECTION 6 - MANPOWER\*

Weekday opening hours 06:00 -

21:00	per h per head	€ 108,00
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Out-of-hours lift	per h per head	€ 168,00
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\*min. of 3,75 hours

## SECTION 7 - INTERNAL TERMINAL SHUNTING (e.g. 3rd party parking to MMT terminal)\*

Weekday opening hours 06:00 -

21:00	per shunt	€ 143,00
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### External Trucking & Barging

To be agreed by special arrangement

\* all trucking & barging is subject to the fuel surcharge as per appendix 2

## SECTION 8 - PENALTIES

Trailer drop off/disconnect at (wait)parking gate entrance	per unit	€ 103,50
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Pull in/out terminal after 1 h notification given to customer	per unit	€ 181,00
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## SECTION 9 - CONDITIONS FOR TERMINAL OPERATIONS

All charges are exclusive of VAT, except where otherwise stated.

Terms and conditions for the transport of goods with DFDS are defined by law and by the North Sea Freight Conditions of Carriage (NSFCC). This includes all handlings on terminals of route - related cargo.

<https://www.dfds.com/en/legal>

Terms and conditions for the handling of goods (which are not route related) at DFDS Terminals are defined by law and subject to ABAS-KVBG conditions and include a limitation of liability. A copy of these conditions are available as per appendix 1

DFDS Belgium NV - Mercatordok Multimodal Terminal

Philips Landsbergiuslaan 11, 9000 Gent, Belgium  
Tel: +32 9 269 12 69



# APPENDIX 1

## Terms and Conditions currently used; based on ABAS

Applicable to all business who is not on the Ghent – Gothenburg route, and therefore not subject to the NSFCC

### GENERAL CONDITIONS FOR THE HANDLING OF GOODS AND RELATED ACTIVITIES

**Article 1 :** Every assignment to the assignee will be concluded according to the following conditions that govern the commercial relations between the parties. These general conditions do not detract from the regulations and customs of the port of Antwerp.

**Article 2 :** The task consists of all activities of a manual or non-manual nature relating to loading, unloading, handling, receiving, controlling, tallying, delivery of goods, warehousing, transportation within the port area (Royal Decree 12.8.1974 art. 2 § 4), including all related and subordinate activities.  
This list is non-exhaustive.

The assignor is the one who gives the order to the assignee.

The assignee is the one who accepts this order and executes it or has it executed.

**Article 3 :** The assignee is only liable for damage and/or loss that is the direct consequence of his proven fault. The liability of the assignee is limited to EUR 875.00 per unit and EUR 125.00 per ton for bulk cargo. The maximum liability regardless of the number of units for each claim of damage shall in no case exceed the amount of EUR 2,500.00.  
For damage caused to the ship or means of transport, the maximum liability shall not exceed EUR 25,000.00.  
Or in case of convergence of several claims relating to damage caused to the ship or the means of transport, loss and/or damage of goods or materials made available by the assignor or by third parties, the total liability shall not exceed EUR 37,500.00 irrespective of the number of prejudiced parties.

**Article 4 :** All costs arising from government decisions shall be paid by the assignor. All costs arising from government decisions shall be paid by the assignor.

**Article 5 :** The assignor who can invoke discharge clauses and/or limitations shall stipulate these in favor of the assignee.

#### Article 6 :

- a. Delay in payment will give rise ipso jure to late payment interests equal to the official lending rate of the National Bank of Belgium +2%.
- b. Formal notice of default shall give rise to the payment of contractual damages equal to 10% of the amount invoiced, with a minimum of EUR 125.00 for administrative charges

**Article 7 :** The assignee is exempt from all liability in the following cases : all indirect damage such as delays, port fees, demurrage, loss of profits, fines and/or similar levies; all damage and loss occurring before or after the actual execution of the task by the assignee. force majeure; general shortage of personnel in the port pool; theft; defect in goods and/or packaging; flooding, natural disaster, explosion and fire, whoever or whatever may be the cause thereof; error of third parties and/or the assignor; failure to communicate or incorrect communication of data or instructions by the assignor and/or by third parties; any claim resulting from an unforeseeable defect of the equipment of the assignee;

#### Article 8 :

- a. The assignor is required to communicate in writing to the assignee before the commencement of the task:
  - o the correct and accurate description of the goods, including type, number, weight, condition and risk category.
  - o all instructions and limitations connected with the protection, handling and storage of the goods and the execution of the assignment in general
- a. The goods shall carry all necessary markings indicating their characteristics. The assignor shall pack the goods required for the execution of the assignment, unless it is customary not to pack the goods.
- b. The means of transport to be made available shall be supplied so that the assignment to be executed can be started immediately according to the usual method of working.
- c. The installations, warehouses and equipment shall be checked by the assignor before being put to use, as to their suitability. In the absence of such a check or any motivated reserve, they shall be deemed to have been found suitable.

The assignor shall safeguard the assignee against all claims that could arise from a breach of the above obligations, even if the breach is attributable to a third party.

Subject to written obligation to ensure, the assignor undertakes in respect of the assignee to bear all risks himself and waives recourse against himself and/or his insurers. The assignee waives all recourse against the assignor in case of fire damage to the installations.

**Article 10 :** The assignee shall carry out the assignment to the best of his ability and in conformity with the customs, usages and regulations of the port.

**Article 11 :** As guarantee for the payment of all sums due by the assignor to the assignee for the handling, storage and additional activities for these and previous goods, he is granted possessory lien in accordance with article 1948 of the Civil Code and the stipulations of the law of 5 May 1872, even if warehouse warrants and bearer storage certifications are suspended. Should the assignor remain in default, the assignee shall be entitled, after due notice, to have the goods sold in conformity with the procedure in the law of 5 May 1872.

**Article 12 :** All liability of the assignee lapses if any claim by the assignor is not lodged in writing at the conclusion of the task.

**Article 13 :** Without prejudice to the stipulations above, any claim against the assignee expires one year after the determination of the damage and/or shortage or, in case of dispute, one year after the date of the invoice, unless a shorter date is fixed by law.

**Article 14 :** Should any article of these general conditions be in conflict with compelling legal stipulations that article shall be regarded as not written, so that the validity of the remaining articles shall be unaffected.

**Article 15 :** All legal disputes between assignor and assignee shall be settled according to these General conditions and Belgian law.

