

APPROVED
by the decision of the Board of
AB LTG Cargo

AB LTG CARGO

**PRICE LIST
OF ANCILLARY SERVICES
PP-LTG CARGO**

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CHAPTER I. GENERAL PROVISIONS

1. 1. The Ancillary Services Price List PP-LTG Cargo establishes the rates charged by the company LTG Cargo (hereinafter referred to as the carrier or LTG Cargo) for ancillary activities related to cargo transportation, as well as the rates for ancillary and ancillary transport activities (hereinafter referred to as ancillary services).

2. Terms and abbreviations used in this Ancillary Service Price List PP-LTG Cargo:

IS Krovinys shall mean the information system for the management and accounting control of documents accompanying LTG Cargo shipments.

IS TRACES shall mean an electronic system for tracking the movement of food products in the European Union.

RSF shall mean Railway Service Facility as defined in Part 13 of Article 3 of the Railway Transport Code of the Republic of Lithuania.

Price List PP-LTG Cargo shall mean this Price List for Ancillary Services PP-LTG Cargo.

Customer shall mean the recipient of the services, the consignor, the consignee, or a person authorised by the consignor or consignee.

Rules for Cargo Handling and Securing shall mean the Cargo Handling and Securing Rules (ADV/7) approved by Order of the Minister of Transport and Communications of the Republic of Lithuania of 5 November 2003 No. 3-611 (as subsequently amended and supplemented).

Rules of Carriage of Cargo by Rail shall mean the the Rules of Carriage of Cargo by Rail (ADV/6) approved by Order of the Minister of Transport and Communications of the Republic of Lithuania of 20 June 2000 No. 174 (as subsequently amended and supplemented).

SMGS shall mean the Agreement on International Goods Transport by Rail.

Private Wagons and Containers shall mean wagons and containers owned by natural or legal persons (except railway administrations of other countries) and wagons leased from railway administrations of other countries. Wagons and containers owned by LTG Cargo are treated as private wagons and containers.

LTG Cargo Reserve Wagons and Containers shall mean wagons and containers owned by LTG Cargo, which are not leased and are allocated for one cargo transportation trip.

Inventory Wagons and Containers shall mean wagons and containers belonging to railway administrations of other countries.

VIT – Vilnius Intermodal Terminal.

KIT – Kaunas Intermodal Terminal.

CMR Waybill shall mean a document confirming the contract of cargo transportation, when transporting cargo by road transport.

TIR Carnet shall mean a customs transit document for cargo transportation by road transport.

TAT Act shall mean an act of inspection of cargo or goods submitted to the State Plant Service.

3. Unless otherwise agreed upon in the contract concluded between LTG Cargo and the customer, the rates for ancillary services shall be determined in accordance with the *Rules of Carriage of Cargo by Rail* and this Price List PP-LTG Cargo.

4. Charges for loading operations at Šeštokai and Mockava railway stations, formalisation of documents related to cargo transportation, declaration of cargo at the border stations of the Republic of Lithuania, veterinary and phytosanitary inspection shall be calculated on the basis of the rates in force on the day indicated in the calendar print of the originating station in the shipment documents. Other fees for ancillary services provided shall be calculated according to the rates in force on the day the service is provided.

5. When calculating fees for handling services, the weight of the cargo shall be determined as follows: weight up to 100 kg is not counted, and weight greater than 100 kg is rounded up to the full ton.

6. All rates in the Price List PP-LTG Cargo are specified without value added tax (VAT).

7. Changes to the rates set out in the Price List PP-LTG Cargo shall be subject to notification 30 calendar days prior to the effective date of the change (unless otherwise stipulated in the contracts between LTG Cargo and its customers), with the exception of the rates for veterinary inspection (Section IX of the Price List PP-LTG Cargo), phytosanitary inspection (Section X of the Price List PP-

LTG Cargo) which shall come into force from the date specified in the notification posted on the website www.ltgcargo.lt.

8. The Price List PP-LTG Cargo, its supplements and amendments shall be published on the website www.ltgcargo.lt.

CHAPTER II. RATES FOR ANCILLARY ACTIVITIES RELATED TO CARGO TRANSPORTATION ¹

Section I. Use of Inventory and LTG Cargo Reserve Wagons and Containers in the Territory of the Republic of Lithuania

9. For using a wagon or container (except for private ones) provided to the customer for loading, unloading or transshipment of goods, and for waiting, through no fault of the carrier, until it has been delivered for loading/unloading, or until the wagons or containers, through no fault of the carrier, have been detained at the departure station, the sidetrack station or the station of destination, as well as for the fulfilment of any additional orders from the customer, the charge shall be calculated in accordance with the rates set out in table 1 of the Price List PP-LTG Cargo.

Table 1

No.	Service name	Unit of measurement	Rate, EUR
9.1.	Use of inventory and LTG Cargo reserve wagon	wagon/hour	2.04
9.2.	Use of inventory and LTG Cargo reserve container	container/hour	0.66

10. For the purpose of determining the fee for the use of wagons and containers, each non-full hour shall be calculated as follows: time up to 15 minutes shall not be counted, and 15 minutes (inclusive) and more shall be rounded up to a full hour.

11. For the purposes of calculating the use of wagons and containers, 24 unpaid hours of wagon and container use shall be granted at the station where the loading, unloading or transshipment takes place.

12. When a wagon or container intended for loading, unloading or transshipment of goods is stationary on the public railway infrastructure and sidings of a railway station, the fee for the use of the wagon or container shall be calculated by aggregating the time during which the wagon or container has been in use on the public railway infrastructure and sidings of the railway station.

13. When an inventory or LTG Cargo reserve container is loaded into a wagon, the fee for the use of the container and the wagon shall be calculated.

14. When a private container is loaded into an inventory or LTG Cargo reserve wagon, the fee for the use of an inventory or LTG Cargo reserve wagon shall be calculated.

15. The carrier must immediately notify the customer of the receipt of wagons or containers of goods on its behalf at the station of destination. If the wagons or containers cannot be delivered to the customer at the loading bay after the notification through no fault of the carrier, the payment for the use of the wagons or containers shall commence 24 hours after the time of arrival of the wagons.

16. If an empty wagon belonging to the carrier is taken to the loading bays of the public railway infrastructure or the sidings for loading more than 16 hours before the time of booking of the wagons specified in the *Application for the Organisation of the Carriage*, the payment for the use of the wagons belonging to the carrier shall be calculated 8 hours after the time of booking of the desired wagon indicated in the *Application for the Organisation of the Carriage*.

17. If the wagons or containers are detained for the execution of additional customer orders, the fee for the use of wagons or containers shall be calculated from the arrival of the wagons or containers at the station until the receipt of the customer's request for the additional order.

18. Detention of wagons or containers at the point of departure (when the goods have been accepted for carriage) or at a siding station, not due to the fault of the carrier, for the use of wagons

¹ The services specified in this section are provided in addition to the cargo transportation service provided by the carrier.

and containers belonging to the carrier, as well as the charges for the organisation of the presence of wagons and rolling stock not belonging to the carrier on the public railway infrastructure shall be calculated from the time of notification to the customer of the detention of the goods, or, in the case of non-notification due to no fault of the carrier, from the time of detention, as indicated in the *General Report*, until their departure from that station. After detention, the wagons may only be dispatched from the station after they have been authorised for onward carriage and after the necessary technological steps have been taken to dispatch the detained wagons.

19. No fee shall be charged for the use of wagons and containers during loading, unloading, transshipment, customs clearance (except in the event of an inspection by the state controlling authorities or in the event of a lack of necessary documents for customs clearance) provided by LTG Cargo.

Section II. Organisation of the Presence of Private Wagons and Rolling Stock Equivalent to Cargo on the Tracks of the Public Railway Infrastructure

Table 2

No.	Service name	Unit of measurement	Rate, EUR
20.	Organisation of the Presence of Private Wagons and Rolling Stock Equivalent to Cargo on the Tracks of the Public Railway Infrastructure	Rolling stock/ hour	0.46

21. For the organisation of the presence of private wagons and rolling stock equivalent to cargo, including private locomotives, other traction or self-propelled and special rolling stock on the tracks of the public railway infrastructure, when loading operations, customs procedures and other formalities on the tracks of the public railway infrastructure are carried out by forces other than LTG Cargo, wagons or rolling stock equivalent to cargo cannot be delivered to the customer at the sidings or loading areas on the public railway infrastructure tracks or are detained at the station through no fault of the carrier, as well as for the execution of additional customer orders and for the organisation of the presence at the Klaipėda railway station's Anglinė or Pauostis sidings, the fee shall be calculated at the rate specified in Clause 20.

22. For the purpose of calculating the fee for the organisation of the presence of wagons or other rolling stock on the tracks of the public railway infrastructure, the provisions of the Clauses 10-13, 15, 17 – 19 of Section of this Price List PP-LTG Cargo shall apply.

Section III. Formalisation of Documents Related to Cargo Transportation

Table 3

No.	Service name	Unit of measurement	Rate, EUR
23.	Formalisation of Documents Related to Cargo Transportation	document	36.30

24. The service of formalisation of documents related to cargo transportation shall include filling out, reformatting, and correcting all kinds of transport documents, and entry of applications for the organisation of transportation to IS Krovinys. For each mentioned service, the rate specified in Clause 23 of the Price List PP-LTG Cargo shall be calculated separately.

Section IV. Assessment of Loading and Anchoring Drawings, Diagrams

Table 4

No.	Service name	Unit of measurement	Rate, EUR
25.	Assessment checking and coordination of loading and securing drawings, diagrams, technical calculations and relevant explanatory notes or drawings and sketches prepared in accordance with Chapter 5 of Annex 3 to the SMGS (Handling and Securing of Flat-Surfaced Cargo) for cargoes for which handling and securing is not provided for in the <i>Rules for Cargo Handling and Securing</i>	project	49.60

Section V. Sealing, Locking, Marking of Wagons and Containers

Table 5

No.	Service name	Unit of measurement	Rate, EUR
26.	Sealing and locking of wagons and containers	seal, wire rope	14.60
27.	Marking of wagons and containers for transporting dangerous goods	container, wagon	22.00

NOTE. The price of the seal and the wire tensioner is included in the price of the sealing service.

NOTE. The service of marking wagons and containers for the transport of dangerous goods is provided upon written request by the customer.

Section VI. Change of the Conditions of Cargo Transportation

Table 6

No.	Service name	Unit of measurement	Rate, EUR
28.	Change of contract of cargo transportation when the station of destination is changed	rolling stock	73.20
29.	Change of contract of cargo transportation when consignee is changed	sent	36.70
30.	Changing the route provided in the freight train formation plan	service	78.65

31. If the contract of cargo transportation is changed by changing the station of destination and the consignee, the fee specified in Clause 28 of the Price List PP-LTG Cargo shall be calculated.

32. If wagons or containers are detained for the execution of additional orders of the Customer, the organisation fee for the use of wagons and containers or the presence of private wagons and rolling stock equivalent to cargo on the tracks of the public railway infrastructure and the organisation fee for cargo storage shall be calculated in accordance with the procedure established in Sections I, II and VIII of this Price List PP-LTG Cargo.

Section VII. Re-weighing

Table 7

No.	Service name	Unit of measurement	Rate, EUR
33.	Re-weighing of wagons when a discrepancy in the weight of the transported cargo is detected ²	wagon	183.90

34. For the time when the service specified in Clause 33 of the Price List PP-LTG Cargo is carried out, fees for the use of wagons, organisation of the presence of private wagons and rolling stock equivalent to cargo on the tracks of the public railway infrastructure, driving of rolling stock, organisation of cargo storage shall not to be charged additionally.

Section VIII. Organisation of Cargo Storage

Table 8

No.	Service name	Unit of measurement	Rate, EUR
35.	Organisation of Cargo Storage	rolling stock/ day	43.95

36. The fee for the organisation of cargo storage shall be calculated:

36.1. when the consignee fails to collect the goods within 24 hours of notification of receipt on its behalf;

36.2. when, 24 hours after notification of the receipt of the goods on behalf of the consignee at the station of destination, the loaded wagons/containers are parked on the roads of the station of destination and are not taken over by the customer at the loading area, until the wagons/containers are transferred to the customer;

36.3. when loaded wagons are stationary or detained at the point of departure (at the point of acceptance) or at a siding station through no fault of the carrier, the cargo storage fee shall be calculated 24 hours after notification of the detention of the load or of the point of acceptance (at the point of departure), up to the point of departure of the loaded wagons from the siding station. After detention, the wagons may only be dispatched from the station after they have been authorised for onward carriage and after the necessary technological steps have been taken to dispatch the detained wagons;

36.4. when the contract of cargo transportation is changed, the The fee for the organisation of cargo storage starts to be calculated 24 hours after the customer has been notified of the arrival of the wagons at the station and before the paperwork required for the carriage to the new station of destination has been processed;

36.5. when, through no fault of the carrier, the customer cannot be notified of the arrival of wagons or containers of goods on its behalf, the cargo storage charges shall start to accrue 24 hours after the arrival of the wagons or containers at a station.

37. For the purposes of calculating the fee for the organisation of cargo storage, time is rounded up to a full day: time up to 12 hours shall not be counted, and 12 hours (inclusive) and more shall be rounded to a full day.

38. In addition to the fee for the organisation of cargo storage, the organisation fee for the use of wagons and containers or the presence of private wagons and rolling stock equivalent to cargo on the tracks of the public railway infrastructure shall be calculated in accordance with the procedure established in Sections I and II of the Price List PP-LTG Cargo.

39. During the performance of customs procedures specified in Section XVII of the Price List PP-LTG Cargo, the fee for the organisation of cargo storage shall not be calculated.

² The fee shall not be charged when the weight loss (natural decrease) of the cargo complies with the norms established by Resolution No. 185 of the Government of the Republic of Lithuania of 24 February 2016.

Section IX. Veterinary Inspection

Table 9

No.	Service name	Unit of measurement	Rate, EUR
40.	The following fees shall be charged by the State Food and Veterinary Service for the control of animal and non-animal products imported and transported through the Republic of Lithuania:		
40.1.	for imported goods of animal origin	tonne	17.70
40.2.	for imported goods of non-animal origin	wagon or container	41.25
40.3.	for goods of animal and non-animal origin transported in transit	wagon or container	84.70
40.4.	for imported goods of animal origin, the fees specified in Sub-Clause 40.1 of the Price List PP-LTG Cargo shall be calculated, but up to a maximum of EUR 724.50 per wagon or container	wagon or container	724.50
40.5.	input of prior information on a consignment of animal products or animals to border veterinary posts via IS TRACES	document	22.00

41. The charges for the state veterinary inspection of the cargo referred to in Sub-Clauses 40.2 and 40.3 of the Price List PP-LTG Cargo, where more than one type of cargo are carried in the same wagon or container, shall be calculated separately for each type of cargo, as if they were carried in a separate wagon or container.

42. In the case of cargo (which may be of the same nomenclature) carried in a wagon or container with several veterinary certificates, the charges referred to in Sub-Clauses 40.2 and 40.3 of the Price List PP-LTG Cargo for the veterinary inspection of such cargo shall be calculated for each of the veterinary certificates accompanying the cargo, as if they had been transported in a single wagon or container.

43. The list of goods of animal and non-animal origin that are controlled by the State Food and Veterinary Service is available on the website www.ltgcargo.lt.

Section X. Phytosanitary Inspection

Table 10

No.	Service name	Unit of measurement	Rate, EUR
44.	Verification of documents and identity of plants, plant products and other cargoes imported and transported in transit (including to/from the Klaipėda Port) through the Republic of Lithuania	wagon, container	37.30
45.	Phytosanitary and quality inspection of plants, plant products and other cargoes imported, transported in transit (including to/from the Klaipėda Port), exported and provided to the domestic market	wagon, container	42.60
46.	Helminthological examination of wood, peat, plant parts and others (to identify free-living nematodes) (in case of confirmed suspicion of non-compliance with phytosanitary or quality requirements)	wagon, container	26.60
47.	Preliminary information on a consignment of plants and plant products to border phytosanitary posts via IS TRACES	document	22.00

48. The list of cargoes inspected by the State Plant Service under the Ministry of Agriculture is available on the website www.ltgcargo.lt.

Section XI. Loading and Storage of an Intermodal Transport Unit

Table 11

No.	Service name	Matavimo vienetas	Įkainis, EUR
49.	Loading or unloading of an intermodal transport unit	container, semi-trailer	38.50
50.	Storage of an intermodal transport unit in the terminal from the 16 th day	container/day, semi-trailer/day	5.50

Section XII. Maintenance and Repair of Freight Wagons

51. The technical maintenance of rolling stock during cargo transportation and the provision of wagon repair services shall be carried out according to contracts between the customer and LTG Cargo. The rates for the provision of these services are published on the website www.ltgcargo.lt.

Section XIII. Washing and Disinfecting of Wagons and Containers

52. The fee for ordering the service of washing and disinfection of wagons and containers belonging to the carrier at the Bugeniai Rolling Stock Washing Plant shall be calculated at the rate of EUR 7.00 per wagon/container.

53. The fee for washing and disinfecting of wagons and containers in rolling stock washers shall be calculated in accordance with the rates set by the operator of the RSF, which shall be published on the website www.ltginfra.lt.

54. When sending inventory and LTG Cargo reserve wagons or containers for washing, no fee shall apply for their transportation to the Bugeniai railway station.

55. When propelling rolling stock from Bugeniai railway station to the rolling stock washing plant, an additional rolling stock driving charge shall be calculated in accordance with the procedure set out in Section XIV of this Price List PP-LTG Cargo.

56. The list of cargo that must be washed after unloading shall be set out in the *Rules of Carriage of Cargo by Rail*.

CHAPTER III RATES FOR ANCILLARY AND AUXILIARY TRANSPORT ACTIVITIES

Section XIV. Driving of Rolling Stock

Table 12

No.	Service name	Unit of measurement	Rate, EUR
57.	LTG Cargo locomotive working in preparation for driving of rolling stock	rolling stock	4.25 ^(l)
58.	Use of rolling stock shaping and shunting equipment	rolling stock	2.89 ⁽ⁿ⁾
59.	Driving of rolling stock with an LTG Cargo locomotive on access tracks owned by the customer	railway rolling stock kilometre (wagon km)	0.85 ^(k)
60.	Driving of rolling stock on LTG Cargo locomotives on access tracks owned by LTG Cargo or the tracks of the public railway infrastructure tracks	railway vehicle kilometer	1.67 ^(v)

		(wagon km)	
61.	Driving of rolling stock by the customer's locomotive on LTG Cargo-owned sidings or the tracks of the public railway infrastructure tracks	railway vehicle kilometer (wagon km)	0.82 ^(kl)

62. Calculation of the fee for the driving of rolling stock when rolling stock is driven by the LTG Cargo locomotive to or from (one-way) the public railway infrastructure or loading areas located on access tracks owned by LTG Cargo or the place of transfer of wagons:

$$R = (l + n + (v \cdot x)) \cdot z$$

63. Calculation of the fee for the driving of rolling stock when rolling stock is driven by the LTG Cargo locomotive to or from (one-way) loading areas located on access tracks owned by the customer or the place of transfer of wagons:

$$R = (l + n + (k \cdot y) + (v \cdot x)) \cdot z$$

64. Calculation of the fee for the driving of rolling stock when rolling stock is driven by the customer's locomotive on access tracks owned by LTG Cargo or the tracks of the public railway infrastructure:

$$R = (n + (kl \cdot x)) \cdot z$$

l – the fee shall be calculated for each rolling stock driven by the LTG Cargo locomotive to (from) the access track or to (from) the loading areas located on the tracks of the public railway infrastructure.

n – the fee shall be calculated for each vehicle arriving at the station of destination and ready for driving and for each vehicle ready for departure from the departure station.

k – the fee shall be in accordance with Clause 59 of the Price List PP-LTG Cargo for driving rolling stock by the LTG Cargo locomotive on the access track owned by the customer.

v – the fee shall be in accordance with Clause 60 of the Price List PP-LTG Cargo for driving rolling stock by the LTG Cargo locomotive on the access track owned by LTG Cargo or the tracks of the public railway infrastructure.

kl – the fee shall be in accordance with Clause 61 of the Price List PP-LTG Cargo for driving rolling stock by the customer's locomotive on access tracks owned by LTG Cargo or the tracks of the public railway infrastructure.

y – the driving distance of the rolling stock by the LTG Cargo locomotive on the access track owned by the customer in km, which shall be calculated according to the provisions of Clause 68 of the Price List PP-LTG Cargo.

x – the distance of driving rolling stock by LTG Cargo or customer's locomotive on the access track owned by LTG Cargo or the track of the public railway infrastructure in km, which shall be calculated in accordance with the provisions of Clause 68 of the the Price List PP-LTG Cargo.

z – the number of driven rolling stock.

65. If the rolling stock is driven to the access track by locomotives belonging to different owners (LTG Cargo, the customer), the fee for driving the rolling stock shall be calculated for each section separately. In this case, the fee specified in Clause 58 of the Price List PP-LTG Cargo shall be calculated once.

66. When driving rolling stock with an LTG Cargo locomotive to (from) loading areas located on the tracks of the public railway infrastructure, where loading work is performed by LTG Cargo forces, only the fee specified in Clause 58 the number of driven rolling stock shall be calculated for each rolling stock.

67. The distance in km for the forward and reverse driving of rolling stock shall be determined on the basis of the data in the technical passport of the access track, the diagram of the station or the actual measurements, and shall be calculated as follows:

67.1. when driving rolling stock to loading areas located on the tracks of the public railway infrastructure, the distance shall be calculated from the axis of the station to the unloading area (forward or backward) according to the route of rolling stock driving maneuvers;

67.2. when driving rolling stock to access tracks, the driving distance of rolling stock shall be calculated from the axis of the station, and if the access track is in an intermediate station – from the axis of the station from which the rolling stock is driven to the loading areas or the place of transfer of rolling stock according to the route of rolling stock driving maneuvers;

67.3. the distance of rolling stock driving (forward or backward) to the roadway (point of separation) where no commercial operations are performed, shall be calculated from the axis of the station from which the rolling stock is driven to the loading areas or access tracks of the roadway (point of separation) according to the route of rolling stock driving maneuvers;

67.4. if one part of the rolling stock driving distance belongs to the customer, and the other part belongs to LTG Cargo and/or the manager of the public railway infrastructure, the fee for driving the rolling stock by the LTG Cargo locomotive to the access tracks owned by the customer shall be calculated for each part separately according to the formula specified in Clause 63 of the Price List PP-LTG Cargo;

67.5. the driving distance of loaded rolling stock with formalised waybills, if the rolling stock is driven from one access track to another of the same customer or from one customer to another customer's access track at the same railway station, shall be calculated by summing up the distances (forward or backward) of driving the rolling stock on these access tracks, determined according to Sub-Clause 67.2 of the Price List PP-LTG Cargo. In this case, the fee specified in Clause 58 of formalised waybills shall not be calculated;

67.6. if the rolling stock is driven to the transfer tracks (the designated wagon transfer location) by the LTG Cargo locomotive, and the customer's locomotive drives them to the loading areas, the fees for driving the rolling stock by the LTG Cargo locomotive, calculated according to the formulas specified in Clauses 62 or 63 of the Price List PP-LTG Cargo, shall be subject to a factor of 0.85, except for the fee specified in Clause 58 of the Price List PP-LTG Cargo.

68. For the purpose of determining the driving distance of rolling stock for the calculation of the driving remuneration, the part of the driving distance of less than 100 m (inclusive) next to the integer number of kilometres of the driving distance (excluding 0 km) shall be rounded off to the lower half of the integer number of kilometres and the part of the driving distance longer than 100 m shall be rounded off to the upper half of the integer number of kilometres. If the total driving distance is less than 0.100 km (inclusive), the rolling stock driving fee shall be calculated as for driving 1,000 km.

69. The service of driving rolling stock by the LTG Cargo locomotive includes:

69.1. driving loaded or empty wagons and other rolling stock with by the LTG Cargo shunting locomotive to (from) the place of transfer of wagons, to (from) the access tracks or to (from) the loading areas located on the tracks of the public railway infrastructure of the railway station, except for those where the loading operation is performed by the forces of LTG Cargo;

69.2. additional shunting of LTG Cargo locomotives in the station area, related to driving rolling stock to loading areas:

69.2.1. selection of the rolling stock on station's tracks before driving them to the loading areas;

69.2.2. pushing the rolling stock onto scales and pulling them off (in cases where the carrier must check the weight of the cargo according to the Rules of Carriage of Cargo by Rail);

69.2.3. stacking of rolling stock according to loading areas.

Section XV. Locomotive Shunting

Table 13

No.	Service name	Unit of measurement	Rate, EUR
70.	Locomotive Shunting	30 min.	53.15

71. The locomotive shunting fee shall be calculated in cases where rolling stock driving service cannot be provided without additional locomotive shunting work (except for the cases specified in Clause 69) and in other cases specified in this Price List PP-LTG Cargo. This service is also provided when the customer submits a request to carry out locomotive shunting works in loading areas to push, pull, and reposition rolling stock.

72. When calculating the payment for LTG Cargo locomotive shunting, each period shorter than 30 minutes is rounded off to the nearest 30 minutes.

73. The rate specified in Clause 70 of the Price List PP-LTG Cargo shall apply if the transshipment work at Šeštokai railway station is carried out by the customer's own forces and means when transshipping goods from wagons of one gauge to wagons of another gauge.

Section XVI. Organisation of Weighing Services

Table 14

No.	Service name	Unit of measurement	Rate, EUR
74.	Weighing with scales	rolling stock, vehicle	18.65

75. Weighing service is provided according to individual written requests of the customer.

76. When transporting wagons to the scales, the fee for shunting of locomotives specified in Section XV of the Price List PP-LTG Cargo shall be calculated.

Section XVII. Performance of Customs Procedures

Table 15

No.	Service name	Unit of measurement	Rate, EUR
77.	Clearance of transit procedure and representation at customs, including guarantee	wagon, container, car	27.60
78.	Clearance of import and export procedures (BAD) and representation at customs (for the first wagon, container, car in the declaration, code if road transport)	set	38.50
78.1.	Filling in the general administrative document for an ancillary wagon, container in the declaration	wagon, container, car	4.40
78.2.	Filling in the general administrative document for additional goods	the item	8.15
78.3.	Filling in the declaration of value	set	6.05
78.4.	Formalisation of the electronic export manifest	set	29.05
78.5.	Connecting the additional declaration to the e-mail export manifest	set	4.00
79.	Preparation of documents for VIT, KIT:		
79.1.	Completing the CMR consignment note	document	11.00
79.2.	Filling in the TIR Carnet	document	15.00
79.3.	Filling in and submitting the TIR electronic declaration to customs for the first item	declaration	20.00
79.4.	Filling in and submitting the TIR electronic declaration for additional goods to customs	the item	3.00
79.5.	Filling in the TAT act for the main shipment	document	10.00
79.6.	Filling in the TAT act for an additional shipment	sent	6.00
80.	Preparation of other documents	document	6.70
81.	Representation in issuing/denoting certificates issued by Veterinary Service, Plant Service or other services	document	9.70
82.	Preparation of electronic declaration of temporary storage of goods	declaration	24.75
83.	Delivery of documents	km	1.20

84.	Submission of customer documents and goods to customs	set of documents	13.30
85.	Formalisation and submission of permits, requests, appeals reports	document	41.15
86.	Customer representation in product sampling (for one sample)	service	8.80
87.	Storage of the container in the customs warehouse	container/day	5.40
88.	Cargo storage in the customs warehouse	sq.m/day	0.28
89.	Clearance of cargo temporary storage at the place desired by the person through the Customs Authorisation System (for the first product code)	the item	11.45
90.	Clearance of cargo temporary storage in the place desired by the person through the Customs Authorisation System (from the second product code)	the item	1.45
91.	Extension of the period of temporary storage of the cargo in the place desired by the person	declaration	5.00

92. The fee specified in Clause 83 shall be calculated for the delivery of documents within a distance of 1 km, but not less than EUR 10 per delivery.

93. When the need for loading works arises on the customer's own efforts during customs procedures, as well as if contraband is found during cargo transportation, sanction evasion and other unauthorized cases that violate the *Rules of Carriage of Cargo by Rail* are found, the fee of the mobile brigade service specified in Clause 98 shall be calculated.

94. If the customer does not use the services of LTG Cargo for customs procedures and does not complete the customs procedures after 4 hours from the notification of the arrival of the wagons at the station, the wagons in the common outgoing train may be unhooked and moved to other tracks. In such cases, the customer is charged a locomotive shunting fee for unhooking the wagons from the train and driving them to the parking place, and returning the wagons to the departing train after completing customs procedures.

Section XVIII. Provision of Cargo Works and Services Related to Them

Table 16

No.	Service name	Unit of measurement	Rate, EUR
95.	Loading or unloading of cargo from (to) a wagon, container, car: loading by truck*	ton	4.92
96.	Handling of bulk, stacked cargo from (to) wagon, container, car*	ton	3.36
97.	Handling using a crane**:		
97.1.	Handling of goods in bulk bags	ton	7.10
97.2.	Handling of other cargoes	ton	9.80
98.	Mobile brigade worker service	hour	53.90
99.	Complex brigade employee service	hour	44.00
100.	Presentation of LTG Cargo container for loading	container	43.00
101.	Working hours of a diesel or gas forklift with an operator	hour	50.60
102.	Front loader CASE 821 with operator working hours	hour	84.15
103.	Working hours of Liebherr industrial loader with operator	hour	71.50
104.	Working hours of tractor-bulldozer Valtra 6200 with operator	hour	62.70
105.	Working hours of TEREX FUCHS loader with operator	hour	92.40
106.	Use of a mobile ramp for equipment handling	hour	68.20
107.	Cargo securing works performed by the complex brigade (tracked or wheeled machinery)	technical unit	109.25

No.	Service name	Unit of measurement	Rate, EUR
108.	Cargo securing removal works performed by the complex brigade (tracked or wheeled equipment)	technical unit	49.50
109.	Complex brigade cargo transshipment works from 1520 mm/1435 mm gauge to 1435 mm/1520 mm gauge (tracked or wheeled equipment)	technical unit	133.55
110.	Cargo securing works performed by the mobile brigade (tracked or wheeled machinery)	technical unit	207.10
111.	Removal of cargo securing performed by the mobile brigade (tracked or wheeled equipment)	technical unit	76.10
112.	Use of the elevated ramp at Šeštokai railway station	wagon/ day	38.50
113.	Short-term use of sites for loading:		
113.1.	Kaunas and Paneriai pitches	wagon/ 12 hours	44.00
113.2.	Other sites	wagon/ day	27.50
114.	Parking of the intermodal transport unit in the site of the intermodal terminal	day	15.00
115.	Short-term storage of cargo in the open site of the intermodal terminal***	sq.m./day	0.12
116.	Long-term storage of cargo in the open site of the intermodal terminal****	sq.m./month	2.54

* The minimum fee for handling works is EUR 66. In the event that the fee for the provided services is lower, a minimum fee of EUR 66 is applied.

** The minimum fee for handling using a crane is EUR 180. In the event that the fee for the provided services is lower, a minimum fee of EUR 180 is applied.

*** The rate for short-term storage in the open site of the intermodal terminal is applied when storing cargo for no longer than 30 days.

**** The rate for long-term storage in the open site of the intermodal terminal is applied when storing cargo for more than 30 days. If the cargo is stored for less than a full month, the storage price shall be calculated in proportion to the number of storage days.

117. When loading, unloading and transshipping frozen and stacked cargo, the fee for one ton loading operation is increased proportionally to the percentage of frozen and stacked cargo (up to 100%). The amount of the mentioned percentage is determined by the manager of the loading works in each specific case after evaluating the circumstances.

118. The fee for handling work is increased by applying a factor of 1.50 if additional work costs are incurred (additional work is carried out to secure the load, special care is required, etc.). The rate for additionally used fastening materials shall be calculated separately.

119. If the services of mobile or complex brigade workers are required during handling operations, the fees for the services specified in Clauses 98 or 99 shall be additionally calculated.

120. When calculating the fees for handling work done, when loaded cargo is transported in groups of wagons or containers, the total weight of the entire group of wagons or containers shall be rounded, applying the weight rounding procedure specified in Clause 5 of this Price List PP-LTG Cargo.

121. The fee specified in Clauses 112 – 113 of the Price List PP-LTG Cargo shall apply in the case when the customer carries out the handling work by its own forces and means. The fee does not apply when the customer has concluded a contract for the use of the site.

122. When calculating the fees specified in Clauses 98, 99, 101 - 106 of the Price List PP-LTG Cargo, the time is rounded up as follows: the first half-used hour is rounded up to the full hour, then each period shorter than 30 minutes is rounded up to 30 minutes, each period longer than 30 minutes is rounded up to hours.

123. The rate specified in Clause 112 of the Price List PP-LTG Cargo shall apply if the cargo transshipment works at the Šeštokai railway station, when transshipping cargo from wagons of one gauge width to wagons of another gauge width, are carried out by the customer's forces and means.

When driving the wagons to the ramp and back and when shunting at the ramp, the locomotive shunting fee specified in Clause 70 of the Price List PP-LTG Cargo shall be calculated.

124. When calculating the short-term fee for the use of the site for handling, specified in Clause 113.1 of the Price List PP-LTG Cargo, each period shorter than 12 hours is rounded up to 12 hours. When calculating the short-term fee for the use of the site for cargo, specified in Clause 113.2 of the Price List PP-LTG Cargo, the time up to one day shall be rounded up to a full day.

Section XIX. Provision of LTG Cargo Reserve Wagons for One-Time Transports

125. A one-time fee specified in Table 17 is charged for the provision and use of LTG Cargo's reserve wagon for one cargo, container transportation trip:

Table 17

No.	Service name	Unit of measurement	Rate, EUR
126.	Presentation of the universal wagon for one transportation trip	wagon	95.00
127.	Submission of specialized wagon for one transportation trip (except for wagons referred to in point 128)	wagon	110.00
128.	Delivery of tank, grain and mineral wagons intended for the transportation of grain and grain products for one transportation trip	wagon	145.00
129.	Delivery of a platform wagon for transporting containers over 30 foot for one transportation trip	wagon	95.00
130.	Delivery of a platform wagon for transporting containers up to and including 30 foot for one transportation trip	wagon	47.50

Section XX. Other Services

131. The rates and conditions of provision of services not specified in this Price List PP-LTG Cargo (wagon rental, forwarding services and others) shall be determined by a separate agreement between LTG Cargo and the customer.

Contacts

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