

Logistics centres of Serbia d.o.o.

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Belgrade

GENERAL TERMS AND CONDITIONS INTERMODAL TERMINAL BATAJNICA

GENERAL PROVISIONS

The Intermodal Terminal in Batajnica (hereinafter: the Terminal) is a key logistics and transport hub in the Republic of Serbia, designed to efficiently connect rail and road freight transport. The Terminal provides high-quality transshipment, storage, and logistical support services, ensuring the optimal flow of intermodal transport units (hereinafter: ITUs) in domestic and international traffic. With its modern infrastructure, dedicated tracks and bonded warehouse capacity, the Terminal enables the integration of different modes of transport, applying the highest safety and operational standards.

These General Terms and Conditions (hereinafter: GTC) set out in detail and in a transparent manner the rules of operation, operational procedures, rights, obligations and responsibilities at the terminal complex.

The management of the Terminal, the maintenance of the infrastructure and the provision of all services listed in this document are carried out by the company Logistics centres of Serbia d.o.o., which acts as the lawful and exclusive operator (hereinafter: the Operator) of this intermodal hub.

SUBJECT AND SCOPE OF APPLICATION

ARTICLE 1

The GTC regulates the legal, commercial and technical relations between the Operator and all natural and legal persons who use the services of the Terminal (hereinafter: the User).

The GTC forms an integral part of every contract, accepted offer of services and issued/accepted order. The User irrevocably confirms that they are fully familiar with the provisions of the GTC and accepts them in their entirety by undertaking any of the following actions: entering the Terminal, submitting an electronic order, handing over a transport unit, signing the contract, accepting a quote, or signing a handover note.

The terms defined in this GTC may be amended or adapted exclusively by entering into a separate agreement with the User. Such agreement will define the special and specific terms of cooperation, in accordance with the Operator's applicable commercial policy.

Scope of ITUs covered: The rules apply to all types of ISO containers (20', 30', 40', 45' – full or empty), refrigerated containers (Reefer), ADR/ RID and tank containers, swap bodies and intermodal semi-trailers.

TERMINAL OPENING HOURS

ARTICLE 2

The terminal and the associated customs office are open for the receipt, dispatch and handling of road and rail transport units at the following times:

- Working days (Monday – Friday): from 08:00 to 20:00;
- Saturday: from 08:00 to 20:00;
- Sunday and public holidays closed.

Terminal operations outside regular working hours are possible, with any service provided outside the defined working hours considered an out-of-hours service. It must be notified in writing and approved by the Operator at least 24 hours in advance, with a fee calculated in accordance with the Operator's current service tariff (hereinafter: the Tariff).

LOCATION, INFRASTRUCTURE AND TECHNICAL CAPACITY OF THE TERMINAL

ARTICLE 3

The terminal in Batajnica was designed and equipped to the highest standards for intermodal hubs, and its key technical features include:

- Location and connectivity: the terminal is strategically located in Batajnica (Zemun), with a direct connection to Rail Corridor 10. It is located in the immediate vicinity of the Belgrade bypass motorway (E-75 and E-70), which allows for fast and unimpeded access for road freight vehicles without entering central city zones;
- Rail Infrastructure: the terminal has its own dedicated tracks (3) for the reception, dispatch and manoeuvring of railway wagons, with lengths adapted to the standards for receiving complete line haul container trains;
- Warehousing capacity: the terminal's open yard serves as a customs bonded warehouse for the storage, depot, and handling of full and empty ISO containers, with clearly zoned and security-separated segments, with a capacity of up to 1,530 TEU units;
- Mechanisation and handling equipment: for the handling of intermodal transport units and cargo, the Operator constantly provides and maintains the following mechanisation:
 - High-capacity heavy container reachstackers (2), adapted for the vertical transshipment of full and empty containers on the train-lorry-warehouse routes;
 - Standard forklifts of various load capacities (3), for loading, unloading, sorting and handling break-bulk and palletised cargo in the terminal areas;

- Ancillary and other auxiliary equipment for specific cargo transshipments.

The Operator reserves the right, in the event of a breakdown, routine or unscheduled maintenance, force majeure, or other justified operational circumstances, not to deploy the number of machines specified in this clause at any time.

ANNOUNCEMENT PROCEDURE, SLOTS AND REGISTRATION (CIS AND EXCHANGE PROTOCOL)

ARTICLE 4

Rail Transport

Users are required to submit the official train composition notification (ETA, train structure and manifest) electronically no later than 24 hours before the train's arrival at Batajnica railway station.

Communication and Notification Channels

All operational notifications, handling instructions and accompanying documentation shall be submitted exclusively via the official email of the terminal unit, or through shared spreadsheets authorised by the Operator and the customer.

Container Information System (CIS)

The Operator uses the CIS (Container Information System) to record the entry, exit, positioning, and monitoring of the status of all containers in the Terminal yard. The User is obliged to provide data in a format that allows for smooth entry and processing in the CIS database.

Handling Note

Upon the entry or exit of a container, a visual inspection is carried out and a handling note is prepared. The driver's signature on this note, or digital confirmation in the CIS, verifies the external condition of the unit and the integrity of the customs seal.

Gate In inspection for empty containers

Upon Gate In of empty containers, a complete external and internal inspection of the unit is carried out. Any damage observed is recorded in detail and the container is assigned a technical fitness rating on a scale of 1 to 5. If the container is found to be holed or structurally damaged, making it unsuitable for the safe transport and storage of goods, it is assigned a rating of 1. In this case, a CIR (Container Inspection Report) must be made, and the container is diverted to the damaged units area.

REPAIR SHOP PROCEDURE

ARTICLE 5

Status of Damaged Units

Any empty container that receives a score of one (1) upon entry and for which a CIR report is issued will be blocked in the CIS system and cannot be released for loading. It may only be dispatched from the Terminal upon the instruction of the User (the container owner).

Estimate

At the request of the User (container owner or lessee), and based on the CIR report, the Operator's authorised service or the contracted partner responsible for repairs will prepare a detailed specification of the required work and a repair estimate, which will be sent to the User (container owner or lessee) for approval.

The container repair will only commence once the User has provided written or electronic approval of the cost estimate. If the User rejects the repair, they are obliged to remove the container from the Terminal at their own expense, paying for any handling and demurrage incurred up to that point.

Final verification and status change

After the repair is completed, the unit is re-inspected. If the container meets the requirements for safe cargo transport, it is assigned an appropriate rating (from 2 to 5) in the CIS system, a certificate of fitness is issued, and the container is unblocked for further operational use.

SPECIFIC SERVICES (REEFERS, WEIGH-IN AND SUPPORT SERVICES)

ARTICLE 6

Refrigerated Containers (Reefers)

The terminal provides dedicated electrical sockets for refrigerated containers. The operator performs regular temperature monitoring at the socket, and a PTI (Pre-Trip Inspection) to check the system's correct functioning at the User's request.

Weighing and Sealing

At the User's request, official weighing of containers is carried out to obtain a VGM certificate, together with the sealing service and recording of new seals in the IMT-CIS software system.

Transshipment of Goods

At the terminal complex, a direct or indirect transshipment service is available for palletised and break-bulk goods, from containers to lorries and vice versa.

FINANCIAL CONDITIONS, DEMURRAGE (FREE PERIOD) AND RIGHT OF RETENTION

ARTICLE 7

Invoicing

All services rendered are invoiced in accordance with the signed contract, accepted quote, the Operator's current price list and commercial policy.

Storage and Free Periods

Container stay at the Terminal includes the following fixed free periods (from the day of receipt, up to and including the day of shipment), unless otherwise defined in the contract or accepted offer:

- Empty containers: 7 calendar days of free storage;
- Full containers in import: 7 calendar days of free storage;
- Full containers in export: 14 calendar days of free storage.

Demurrage calculation

Upon expiry of the defined free-of-charge period, container storage will be charged on a per day and per TEU/unit basis, in accordance with the Operator's current tariff, unless otherwise defined in the contract or an accepted offer.

Right of retention

In accordance with Article 286 of the Law on Obligations of the Republic of Serbia, the Operator has a right of retention (retention) over the container, goods and other property of the client in its possession, as security for the payment of all due but unpaid claims against the client. The Operator will retain the said property until the debt is paid in full, and will pursue any further rights in accordance with the applicable laws of the Republic of Serbia.

SAFETY PROTOCOLS AND HANDLING DANGEROUS GOODS (ADR/RID)

ARTICLE 8

Health and Safety at Work Regulations

For the protection of human life and health, the safe operation of rail and road transport, the handling of intermodal transport units, the transshipment of goods, etc, Users of the services, visitors (freight forwarders, transport organisers, rail and road carriers, municipal enterprises,

etc.) and all other persons present on the Terminal premises are obliged to comply with these General Terms and Conditions of Business, the Regulation on Health and Safety at Work, and the form of the Rules for Health and Safety at Work at the Intermodal Terminal of Logistics centres of Serbia d.o.o.

The Health and Safety at Work regulations at the Intermodal Terminal further specify:

- Safe movement in the railway area and crossing the tracks only at designated points;
- Safe movement in the machinery work zone, prohibition of entering the working range of equipment without authorisation and prohibition of remaining underneath a raised load;
- Use of only designated traffic lanes, footpaths and car parks, respecting the prescribed speed limit;
- Adherence to fire safety measures, procedures for emergency situations and all instructions from the Operator's staff;
- Prohibition on bringing weapons, alcoholic beverages, using open flames, unauthorised photography and filming, and other prohibitions established by the Operator's rules;
- Reporting to the Terminal security personnel, the employee on duty, the Terminal Dispatcher or another authorised Operator official upon entering the Terminal, and reporting to the on-site official any observed hazard, accident or circumstance that could threaten the safety of people, goods or property.

The User is obliged to ensure that all persons who access the Terminal on their instructions or on their behalf (including, but not limited to, own staff, lorry drivers, railway carrier staff, transport organiser staff, freight forwarder staff, representatives of main contractors, subcontractors and other engaged persons) familiarise themselves in a timely manner with the Health and Safety at Work rules at the Terminal, and to require their strict compliance throughout their entire stay at the Terminal.

The Health and Safety at Work Rules for the Intermodal Terminal of Logistics centres of Serbia d.o.o. form an integral part of the GTC.

Movement and Equipment

At the Terminal complex, the maximum permitted vehicle speed is 20 km/h. All pedestrians in the terminal zone (manoeuvring yard and storage yard) are required to wear personal protective equipment (high-visibility fluorescent vest, protective footwear and other protective equipment).

Hazardous materials

Receipt, transshipment and storage of units containing hazardous materials (ADR/RID) must be announced beforehand and approved by the Operator's Dangerous Goods Transport Safety Advisor. The retention of such units at the Terminal is strictly time-limited, and must respect dangerous cargo segregation zones.

OPERATOR'S LIABILITY AND LIMITATION OF LIABILITY

ARTICLE 9

The Operator shall be liable solely for direct material damage to transport units or goods, provided it is proven that the damage was caused as a direct result of gross negligence or the negligence of the Operator's staff while handling heavy machinery.

The Operator's liability is limited in accordance with domestic legislation and international conventions (CIM/CMR) to an amount of up to a maximum of 8.33 SDR (Special Drawing Rights) per kilogramme of the gross weight of the damaged goods. The Operator shall be under no liability for indirect damages and consequential loss.

Claims for visible container damage must be submitted in writing immediately at the Terminal gate, before leaving the premises. Subsequent claims on this basis will not be considered. For concealed damage, a justified claim with supporting evidence must be submitted within 7 days of collection.

FINAL PROVISIONS, GOVERNING LAW AND JURISDICTION

ARTICLE 10

The Operator reserves the discretionary right to make amendments or additions to these GTC at any time, in accordance with changes in market conditions, legal regulations or internal business policy. New versions of the GTC come into effect on the day they are published on the official website.

All information regarding cargo flows, client identity, data from shared spreadsheets and the Operator's information system constitutes a trade secret and may not be disclosed to third parties without the express consent of the contracting parties, except at the request of the competent state and customs authorities.

All legal relationships arising from the application of these GTC are governed exclusively by the law of the Republic of Serbia, unless a different arrangement is stipulated in a specific agreement.

The contracting parties shall attempt to resolve any disputes amicably. If an agreement cannot be reached, the exclusive jurisdiction of the Commercial Court of Belgrade shall apply, unless otherwise defined in a separate agreement.

ARTICLE 11

The GTC apply to all contracts, accepted offers, orders and other legal relationships for the provision of the Operator's services.

The GTC are published on the Operator's website and are available to all Users and visitors to the Terminal.

By entering into a contract, accepting an offer, issuing or accepting an order, or using the Operator's services, the User is deemed to be familiar with these GTC, to have accepted them and to agree to their application.

ARTICLE 12

These General Terms and Conditions shall come into effect on 01.08.2026.

Attachment:

- Form for Health and Safety at Work Regulations at the Intermodal Terminal.

Director

Marko Milovanović