



INVOICE No 3

SERVICE PROVISION FOR WORKS OF

**LOADING – UNLOADING
AND STORAGE OF CONTAINERS**

**This translation in English is unofficial and for reference only.
The Greek original supersedes in case of controversy or dispute.**

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ABBREVIATIONS

Cntr(s)	Container(s)
PPA	Piraeus Port Authority
G/C	Gantry Crane
Q/C	Quay Crane
M/C	Mobile Crane
RIUTW	Regulation and Invoices of Uploading and Transportation Works
PP	Post Panamax
SPP	Super Post Panamax
E/E	Letter of guarantee
RMG	Rail Mounted Gantry Crane

DEFINITIONS

1. **Inaction of PPA facilities** is considered non-execution (by PPA) of planned operations due to arbitrary stay of a vessel, after the end of her operations.
2. **Direct delivery of Container** is the direct delivery of the container with receiver's means of transport, without landing on quay.
3. **Direct delivery of container's content**, is the direct delivery of container's content at receiver's means of transport.
4. **Opening – closure of ships' hatch covers.**
The transportation work (movement) of ship's hatch covers from ships' hold to the quay (opening) and vice versa (closure).
5. **Waste**
Packaged waste, dangerous waste, and mixed waste which are defined, classified, packaged and transferred, according to the provisions of the Regulation EE 1013/2006 regarding cross – border waste, as it applies each time.
6. **Quay Crane Performance** is the total number of movements of (un)loading, shifting and opening – closure of ships' frames hulls, that a working group performed in the context of a work shift.
7. **Disconnection – Reconnection of refrigerate machines**
The removal and reassignment of the refrigerate machine from/to reefer containers.
8. **Delivery order**

Document that permits the delivery of cargo currently under a 3rd person's possession to an assigned person. Submission of aforementioned document to PPA from owner or legally authorized entity is considered as an application for the delivery of the cargo.
9. **Declared Containers**
The number of containers that are included in the loading declaration of the ship.
10. **Through quay**
(Un)loading of containers to/from ship, including landing of the container on the quay.
11. **Dimensions of container**
The accurate number of the length, type and height of container as mentioned at the international ISO codes.
12. **Unstuffing of containers**
The emptying of container from its load.

13. **Indirect delivery of container** is the delivery of the container in receiver's means of transport after its landing on the quay.
14. **Dangerous of rest categories** are shipments that do not belong to the classes of special form of danger. (see Appendix II)
15. **Dangerous shipments**
Packaged substances, materials and kinds of shipments, that are defined, classified, packaged and transferred, according to the International maritime Dangerous Goods (IMDG) Code and to the Decree 405/1996 (as it applies), and their empty packages that have not been defined (see Appendix II).
16. **Dangerous shipments of special form of danger** are considered the waste and shipments of categories 1, 2.1, 3, 4.1, 5.2, 6.1, 6.2, 7 and 8 of the IMDG Code (see Appendix II)
17. **On board works** are the works that take place at the hull or the deck of the ship (unloading, loading, reloading, lashing – unlashings of container, opening or closure off the ship's hatch covers).
18. **Works on quay** are the delivery, the receipt and the shifting of containers.
19. **Annual throughput of transshipment containers** is the total container traffic of a company which includes the movements of Quay Crane and Mobile Crane for (un)loading of transshipment containers that have been performed within a financial year starting on the 1/1 and ending on 31/12.
20. **Delay of work** is the delay of starting of the work or/and the interruption during the operation of the work due to the ship, the load, to PPA, to force majeure, to extreme weather conditions, etc.
21. **Status of the container** is the completeness of the container (loaded, empty).
22. a. **Movement of Quay Crane or mechanical means** is the unloading, loading, shifting of containers, the opening or closure of ship's hatch covers.
b. **Movement of transportation means of containers** is the delivery or the receipt or the shifting of containers.
23. **Berthing of the ship** is the supply of lashing and unlashings services of the ship for arrival or departure of the ship.
24. **Leak collection basin**
Specially designed storage area for containers that have leakage problems.
25. **Cancellation of work** is the in whole no work execution by scheduled shift..
26. **Average productivity of the ship** is considered to be the productivity resulting from the division of all ship movements made with the disposed Quay Cranes , in the context of

the scheduled work shifts. If the operating time of the Quay Crane exceeds or is less than the duration time of a work shift, the additional or remaining time is calculated as fraction of the work shift.

- 27. **Shifting** is the transportation of the container on board or through quay, and its transportation from place to place inside container terminal area, transportation of the container from one point of the terminal to another.
- 28. **Transshipment**
The unloading of the container from ship or another mean of transport and the loading on board or another mean of transport.
- 29. **P.P.A. Mechanical means**
Means used for the (un)loading and transportation of containers which include Quay Cranes and its special equipment, Mobile Crane, RMGs, straddle carriers, Reach stackers, forklifts, etc.
- 30. **Charge unit is considered** per piece count of:
 - a. **Containers** of international specifications, loaded or empty,
 - Dimensions up to 20' feet.
 - Dimensions over 20' feet.
 - b. Ships' **hatch covers**.
- 31. **Shipping company**
Shipping company is considered as the company that owns the ship, or manages, or has the operational responsibility of the ship, or the company on behalf of which containers are transferred.
- 32. **Delivery or Receipt from Terminal to Terminal**
Delivery or receipt of the container from the PPA Container Terminal to PCT Container Terminal until the exchange area and vice versa.
- 33. **Stuffing of container**
Stuffing of container with cargo.
- 34. **Stack** is the vertical alignment of containers in stacking rows.
- 35. **Additional Stuffing of cargo**
The additional stuffing of loaded containers, which is within container terminal area and is going to be loaded on ship, with extra load.
- 36. **Mixed cargoes** are those that are included in the same container and consist of dangerous and non-dangerous loads.
- 37. **Transit**
The transportation of the container or its content, from abroad country to a different abroad country, through the port.

38. Transshipment

The unloading of containers from abroad ships and reloading of containers to abroad ships or internal destination ships or vice versa, without any interference at their content.

39. Work shift

Predetermined time for continuous operations within a specific time frame.

40. Overweight container is the container that is transferred in truck vehicle whose mixed weight exceeds the maximum allowed weight or the maximum allowed loading per axle of the vehicle, according to the provisions of the Decree 1161/1977 (GN 380 A') as each time applies.

I. INVOICE OF CONTAINER WORKS

A summary of the fees is given in Annexes III and IV.

Chapter A': Container (un)loading Works

I. Regular Fees

1. For every type of ship, with the exception of RORO, that is serviced with Quay Cranes, her own machinery or with PPA's machinery:

Unit of charge	Charges in Euro (€)			
	Loading / discharging works on ship			Receipt/Delivery works on quay
	Loaded		Empty	Loaded or Empty
Per piece	Import	Export		
	151,80	113,00	88,60	42,00

Pieces correspond to Containers of any size

2. For ROLL-ON / ROLL-OFF ships whereby their loading/discharge is undertaken by their own means and machinery:

Unit of charge	Charges in Euro (€)			
	Loading / discharging works on ship			Receipt/Delivery on quay
Per piece	Import loaded	Export loaded	Empty	Loaded or Empty
	81,10	61,40	47,20	42,00

Pieces correspond to Containers of any size

3. For each type of ship serviced in the container terminal facilities, for the uploading of Transshipment loaded or empty containers through quay.

Annual Movements of Containers	Unit of Fee Calculation	Ship Works Fee / Movement
1 to 3.500	Piece loaded or empty	76 €
3.501 to 7.000	"	
7.001 to 14.000	"	67 €
14.001 to 21.000	"	63 €
21.001 to 35.000	"	60 €
35.001 to 50.000	"	55 €
50.001 to 80.000	"	52 €
80.001 and over	"	49 €

Pieces correspond to Containers of any size

4. For lashing/unlashing works of Containers at every type of ship:

Unit of Fee Calculation	From 1-1-2011
Per (un)loaded Container of each category.	1,50 €

5. I.S.P.S. Code fee: 17,50 euro for every loaded container of any size, imported or exported.

II. Discounts – Additional Charges

1. Discounts

35% discount is granted for (un)loading works of loaded TRANSIT containers that are transferred by RO/RO vessels.

2. Additional Charges

	Ship Works	On Quay Works
a. For loading/discharge of loaded containers including waste or dangerous or mixed loads, of a special form of risk – excluding containers with non-dangerous waste cargo	100%	100%
b. For loading/unloading of loaded containers including non-dangerous waste	<i>Without additional charges- as per regular fees</i>	100%
c. For (un)loading of loaded containers including mixed loads or dangerous load of Rest Categories.	50%	50%
d. Ships whose number of (un)loaded containers, in any part of container terminal facilities:		
i. exceeds by 10% of the total declared for loading and unloading, the fees for the number of containers unloaded by way of derogation from the declaration shall be increased by 20% if the service schedule of the ships expected to be (un)loaded, except on public holidays, was overturned.		
ii. is by 10% less than the total declared units, are charged with 20% of the applicable fees of ship works regarding number of no (un)loaded ones. The case of no achievement of the average productivity due to P.P.A. or due to force majeure or extreme weather conditions is excluded. Declared containers for (un)loading include the containers to be shifted.		
e. For the loading or discharging of containers from/to RORO ships with the use of PPA machinery the regular charge is increased by 20%.		

f. For containers for which the use of slings or of an elevated device is required all above charges are increased by 30%.
g. For containers that use of slings cannot be applied for delivery works, a machinery will be used with the application of the relevant extra charge as well as an additional charge on top of regular charges for works on quay.

Chapter B': Additional works on ship or on quay

	Unit of charge	Amount in €
<p>1. <u>Selection of Containers following request by interested parties:</u></p> <p>The selection – picking, following request of interested party, of a container within the same or different stack destined for loading or transshipment to ships, is charged with the “works on quay” charge of the current tariff.</p>	Piece	42,00
<p>2. <u>Shifting of containers or hatch covers or support frames or iron storage frames or container toolkits:</u></p> <p>a. <u>On ship</u></p> <p>When the shifting is made with means other than a quay crane, with the relevant charge on ship of the current tariff is charged for every container.</p> <p>When the shifting is made with the use of quay cranes, mobile crane for every container, of any size or status (loaded or empty).</p>	Piece	72,00
<p>b. <u>Through quay</u></p> <p>When the shifting is made with means other than a quay crane, the relevant charges per move for works on ship (loading or discharging) are applied decreased by 20%.</p> <p>When the shifting is made with the use of quay crane or mobile crane, for any container, of any size or status (loaded or empty).</p>	Piece	138,00
<p>c. <u>From place to place or storage area to storage area</u></p> <p>For every shifting from place to place or storage area to storage area, or terminal to terminal the applied tariff is the one that regards works on quay for every container.</p>	Move	42,00
<p>3. <u>Receipt or delivery from terminal to terminal</u></p> <p>For every shifting of container from terminal to terminal the charge is:</p>	Move	42,00

<p>4. <u>Stuffing of Containers:</u></p> <p>Stuffing of a loaded container for loading on ship, at the terminal area (Pier I)</p>	For every container opening	57,50
<p>5. <u>Opening and closing of hatch covers</u></p> <p>The opening or closing of hatches with quay crane or with the use of ship or PPA means is charged at</p> <p>A vessel which performs more than 200 moves is exempted from the corresponding fees for opening and closing of hatches (not included in this number shifting and hatch opening / closing movements)</p> <p>No surcharge is levied on ship carrying containers for delays in opening or closing of hatches.</p> <p>The above exception for opening or closing of hatches is not applied when slings are attached to the spreader of the quay crane.</p>	Piece	86,50
<p>6. <u>Sampling inspection or opening of container</u></p> <p>Opening of a container at the request of the person concerned.</p>	Piece	27,60
<p>7. <u>Customs sample test of container content</u></p> <p>X-Rays scanning of loaded container a flat rate applies</p> <p>For the customs sample test of loaded container with wastes, or dangerous or mixed cargoes of special hazard.</p> <p>For the customs sample test of loaded container with hazardous cargo of other categories.</p> <p>For plantpathological sampling checks on a loaded container, a flat rate applies.</p> <p>A flat-rate fee is payable for a sample check at the Sanitary Veterinary Station on a Loaded Container.</p> <p>X-Rays scanning for transshipment units</p>	<p>Piece</p> <p>Piece</p> <p>Piece</p> <p>Piece</p> <p>Piece</p> <p>Piece</p>	<p>64,40</p> <p>195,50</p> <p>153,50</p> <p>111,60</p> <p>65,00</p> <p>168,00</p>
<p>8. <u>Use of leakage collection basin</u></p> <p>This charge is independent of the shifting movements of the leaking containers and their storage.</p>	Per day	80,10

9. <u>Electricity supply for reefer containers</u>		
a. 20'ft containers	For every 24h or part thereof	33,00
b. Containers of more than 20'ft		45,00
10. <u>10. Disconnection or reconnection of reefer containers (regardless of dimensions) and monitoring (3 times per day)</u>	Per container per day	9,40
11. <u>PTI (Pre-Trip Inspection) of reefer container</u>	Unit	20,70
12. <u>Stripping or staffing of reefer container or storage basins with refrigeration equipment.</u>	Unit	34,50
13. <u>Weighing of containers</u> (includes administration costs)		
I. Weighing of loaded container	Unit	15,00
II. Weighing of VGM container prior to port entrance	Unit	9,20
III. Weighing of Non VGM container prior to port entrance	Unit	14,00
IV. Weighing of containers including HS Codes 42, 61-64	Unit	84,00
14. Use of Reach Stacker	Unit	64,40
15. Transit of vehicle of up to 10 tones with ship supplies	transit	5,00
16. Transit of vehicle of more than 10 tones with ship supplies	transit	10,00
17. Transit of truck loaded with container from PCT SA terminal to PPA SA terminal for the use of exit gate	transit	66,00

Chapter C': Rest Charges

1. Inaction of container Facilities

Per inaction hour € 670 per Q/C

2. Delays of container (un)loading works.

All days of the year and during the whole 24hours:

- All of the ships, except from RO/RO, € 719 per hour, per work shift.
- All RO/RO ships, € 180 per hour, per work shift.

3. Cancellations of container (un)loading works.

All days of the year and during the whole 24hour:

- All of ships, except from RO/RO ships, € 3.597 per work shift
- RO/RO ships, € 900

4. Delays – cancellations of stuffing – unstuffing of containers

For all cases of delays or cancellations at stuffing – unstuffing of containers, except from those due to PPA, the mentioned to the attached Appendix I charges apply, per disposed worker for container work and per operator of (un)loading machine.

5. Invoice of documents issue

Each page of requested copies of «Certification» or «Confirmation Act» or «Act of Verification» or «Merchandises exit License» is charged the amount of € 4,00.

Chapter D' – Storages : the charges are per piece per stay day

Chapter D – Storage Charges: the charges are per piece and per day of storage

1. Import loaded

Storage days	20' (€)	Other dimensions (€)
1-2	-	-
3-10	8,14	16,29
11-20	12,23	24,45
21 and over	18,33	36,66

2. Export loaded

Storage days	20' (€)	Other dimensions (€)
1-7	-	-
8-10	7,99	15,98
11-20	12,23	24,45
21 and over	18,33	36,66

3. Empty

Storage days	20' (€)	Other dimensions (€)
1-2	-	-
3-10	1,48	2,96
11-20	4,31	8,62
21 and over	8,72	17,44

4. TRANSSHIPMENT LOADED

Storage Days	20' (€)
1-10	-
11-15	2,00
16-21	3,00
22 and over	5,00

5. TRANSSHIPMENT EMPTY

Storage Days	20' (€)
1-10	-
11-15	0,80
16-21	1,20
22 and over	2,00

6. a. Containers with content of explosives-radioactive-flammable wastes and other dangerous cargo mixed or not with other cargo

Storage days	20' (€)	Other dimensions (€)
1-7	60,00	76,00
8-15	120,00	152,00
16 and above	180,00	228,00

6. b. Transshipment containers with content of explosives-radiative-flamable wastes and other dangerous cargo mixed or not with other cargo

Storage days	20' (€)	Other dimensions (€)
1-7	-	-
8-15	132,00	167,00
16 and over	198,00	251,00

- 6.c. Containers with content non-dangerous waste

Storage days	20' (€)	Other dimensions (€)
1-2	30,00	38,00
3-7	60,00	76,00
8-10	120,00	152,00

II. METHOD AND BASIS OF FEES CALCULATION

A. REGULAR FEES

Regular fees include:

- Wages of workers
- Supervision
- Usage of Gantry/Quay Cranes or Mobile Crane and only for on board works

- d. Usage of the (un)loading means and machines for container traffic
- e. Usage of means of promoting containers
- f. Usage of special devices that are attached on the spreader of the Gantry/Quay crane.
- g. Usage of the required forklifts for the transportation of the toolboxes.
- h. Percentage, analogue to the works, for management and port operation expenses

The method and basis of fees calculation are as follows:

1. a. The foreseen fees per piece for “on board works”, at each ship that is served at PPA facilities are calculated and paid for minimum number of (un)loaded containers (loaded or empty).

The minimum number of containers is defined as 80 containers per ship, regardless type of ship that is served by Gantry Crane and regardless of the method that has been asked to be realized the uploading.

In case that the (un)loaded from one ship containers are less than **80**, for the remaining - until reach of the minimum- number the applicable fees for empty containers are calculated and paid.

- b. For the calculation of the minimum number of the (un)loaded containers , for ships whose loads were served by a work group, the movements that were performed by the two (2) ships are added and if they are less than the minimum limit of **80** movements, then only the fees that apply on empty containers for the movements that remain until they reach the minimum limit are calculated and paid.

These fees are allocated to ships, each of which is charged on a reverse basis in proportion to its movements.

- c. For the calculation of the minimum limit of the (un)loaded containers of the ship whose load was served at the same Gantry/Quay Crane work shift group, after the completion of other's ship works, to the (un)loaded from ship containers are added the containers of the previous ship that was served during the same Gantry/Quay Crane work shift.

In case that the number that will arise is less than the minimum limit, the fees that apply on empty containers, for same number of pieces that remain until they reach the minimum limit are calculated and paid.

- d. In case of serving ship with Mobile Crane, or other Mechanic Machines, the above are calculated on minimum number of **60** movements.
- e. The applicable charges for reaching of the minimum number of the (un)loaded containers are not charged, in case that the declared movements are less than this number, under the condition that other (un)loading work for this work shift has not been scheduled and that their (un)loading will take place within the time limits of the regular workshifts of working days.

2. **Shipments of** special form of danger are the waste and the shipments that are classified in DG classes of these categories 1, 2.1, 3, 4.1, 5.2, 6.1, 6.2, 7 and 8 according to IMO, (see Appendix II).
3. PPA maintains the right to execute by itself and with its own mechanic means the (un)loading works of containers on RO-RO ships.
4. The applicable invoice for exports applies on containers that are exported loaded with domestic products.

5. For re-exported containers (reloaded for abroad) during their loading, the import invoice applies.
6. For Transit by road transported containers (uploaded from abroad ships and reloaded to land means of transport and vice versa) the invoice of import during uploading or loading and storage applies.
7. a. Reefer container, which are (un)loaded from or to ships , regardless if they bring embodied refrigerate machines, pay the foreseen fees for on board and on quay works.

The (un)loading of the refrigerate machines which move in container frames are charged with the charges that are applicable for on board works regarding import loaded containers.
- b. The loading/unloading on to ship of refrigerated machines that do not move in container frames are charged with the per ton fee for on board and quay works of the conventional loads.

8. Reloading of containers

a. Direct reloading from ship to ship

For uploading from a ship and loading on another they are charged the applicable fees for on board works , reduced by 50%.

b. Through quay

The applicable fee for on board works is charged per each movement.

c. Transshipment traffic of containers

The applicable invoices apply on containers that are unloaded from abroad ships and reloaded to ships (through quay) for abroad port or internal destination port and vice versa , without any interference on their content.

Regarding empty containers, they should be unloaded as empty from abroad ships and reloaded as empty on abroad ships or internal destination ships and vice versa.

The charges for transshipment traffic containers, are calculated for the annual throughput of every shipping company.

It is clarified that the tiered charge that is applicable as per paragraph 3 of Chapter A' case I, is limited to the number of movements per tier.

The number of containers that are reloaded by gantry/quay crane or mobile crane , and the hatch covers opening and closure movements, toolboxes, are not counted to the movements of the (un)loaded TRANSSHIPMENT containers for the implementation of the invoicing scale.

In case that a ship transports containers that belong to two or more shipping companies, the pieces are counted for the company on behalf of which they were transported.

The Transshipment containers of other companies, moved through quay which are transported on behalf of shipping companies with shipping companies' expenditures which either have signed special agreements or are subject to special invoice of Big Customers, are counted from 1/1/2012, to their total annual container throughput and the invoicing is according to the applicable charges if :

a) It is found out in which company name the Bill of Lading was issued or a statement was made, at the time of filing an import or export declaration, indicating the relevant containers.

b) The total number of the above-mentioned containers does not exceed 5% of the company's total reloading moves per ship, otherwise the above-mentioned charges to the A' Chapter-Normal fees of Invoice No 3 - Service for (un)loading, Traffic, and Storage of Containers will be applied.

9. For the implementation of the transshipment container invoice, a precondition is the indication as transshipment cargo in the Import Declaration or in a corrective document that will be submitted no later than the next working day after the completion of the unloading.

Characterization of shipments as transshipment, with a corrective document that will be submitted after the above deadline, it is not taken into account for the calculation of charges for loading and unloading operations.

10. Container delivery/receipt is always done indirectly through quay, regardless of whether the delivery / receipt is executed directly for reasons imposed by the PPA operating needs, following a decision by the relevant Director.

Exceptionally and after approval of respective PPA S.A. department as well as the Hellenic Coast Guard, containers with explosive or radioactive loads or dangerous wastes are delivered or received directly to or from land-based means of transport of the parties concerned, for which only fees for on board works are paid.

In addition, the indirect delivery/receipt via the quay for containers including non-dangerous waste is feasible only after request, submission of relevant documentation and approval of responsible PPA S.A. dept

11. Containers containing dangerous waste residues of various hazard classes are treated as loaded, regardless of the quantity they contain, if stored in the special dangerous storage areas.
12. It may be authorized to change the hazard category in containers containing dangerous or mixed loads after entry into the container terminal area by a request from the interested parties and submission of a document from the competent authority (bills of lading or other documents) proving the characteristics of the cargo . The change of category will take place after approval of the change and after the scheduled charges for their displacement and storage.
13. Acceptance / delivery of loaded or empty containers at night or holidays is possible, without charge, if the application is submitted 24 hours before the work is carried out, a minimum number of 200 empty or 120 loaded or 150 of the two categories of containers, following the prior approval of the Terminal Directorate.

If the application is submitted by two or more users, the movements made are added up and if the minimum is below the minimum, calculating and paying for the same number of pieces, up to the minimum number, which are allocated and charged to the applicants in proportion to their movements .

- 14.** Lashing / unlashings will be payable on the total number of (un)loaded containers from / to each container ship, regardless of whether the work was carried out with the staff of PPA or the ship.

B. ADDITIONAL SERVICES

1. Works on Reefer Containers

- a. for power supply, 24hour is calculated from 00.00.00 (time), until 23.59.59 (time) of the same day. Fraction of the 24hour is calculated as whole 24hours.
- B. Power supply fee includes the power receipt expenditure from PPA network, and the test power supply of the refrigerate mechanisms to confirm of their good operation, before their embodiment at the stored (PPA facilities) Reefer - Containers .

2. Receipt/delivery of containers from terminal to terminal

Below are exempt from the payment of the applicable fees :

- a. The unloaded containers at PPA terminal, as long as they have been declared as deliverable to other terminal at vessel's Discharging List, that has been submitted before its arrival.
- b. The unloaded to other terminal, only if they were declared at Loading List of the ship that will be served at PPA terminal.

The above mentioned a and b exemptions apply under the condition that the delivery/receipt of containers is operated at the special area between two terminals or to another position only if reasons of operation efficiency of the Terminal impose that.

3. Stuffing-Unstuffing of containers/Cargo completion

The indirect unstuffing or stuffing works are provided at G3 Warehouse.

The direct unstuffing of containers at container terminal area is possible, only if it does not exceed the duration of a work shift.

Per each direct unstuffing or direct stuffing of container at container terminal area, the following fee is applicable:

- € 300 for 20' containers
- € 400 for 40' containers

3^a. In case of unstuffing or stuffing of containers with household appliances, discount 50% on the applicable fees is granted.

Cargo completion

The work is provided to loaded container to be loaded, in special place of Pier I, with charge of the applicable fee per each required work.

4. Procedure of management of overweight containers

- a. Works of Partial Direct unstuffing of Overweight container
 - up to 5 tons : 50 €
 - from 5-10 tons : 100 €
- b. Transfer of the overweight container to the PCT SA warehouse (PCDC)
after applicant's application : 83 €

C. ADDITIONAL CHARGES

1. Ships that have berthed on the quays of the Container Terminal and have completed their (un)loading works are required to be removed from the quays of the Station no later than one (1) hour after the completion of their work.

In case of non-compliance, the stay for more than one (1) hour is charged with the expected inactivity compensation of the Terminal's facilities, provided that:

- a. delay has occurred due to the ship and
- b. other ship has been scheduled and is expected to berth at quay.

This compensation is charged for each hour of delay and if the ship waiting to berth is scheduled to be served by a gantry/quay crane.

If the ship waiting for berth is scheduled to be served with two or three gantry cranes, the compensation for each hour of inaction is calculated by the relative foreseen amount multiplied by the number of the scheduled to operate Gantry Cranes.

The compensation is imposed by the competent Department as follows:

- a. after completing the first hour of delay, the ship is charged with the applicable compensation amount.
 - b. for delay beyond the first hour, compensation for inaction shall be imposed in accordance with the following paragraph 2.
 - c. the payment or non-payment of the compensation for the inaction of container terminal facilities, is regardless of the charge of the expense due to the delay or cancellation of the scheduled work and which delay or cancellation is applicable as per paragraph 2 of this invoice.
2. A time fraction that does not exceed 30 minutes (out of total delays) is not charged. A fraction greater than 30 minutes is calculated as a whole hour. Exceptionally, only in the case of delayed boarding, due to third party liability (ex. piloting service) at the start of the morning work shift, the free time is 60 minutes.
 3. Vessel's master or the legal representative or the shipping agent of the ship in berth, in which the loading and unloading work is still in progress, shall be obliged - upon timely notification by the competent authority of PPA - to carry out the required small movements at least one (1) hour before the start of the work of regular or extraordinary work shifts, in order to avoid delaying or canceling the berthing of another ship waiting for this purpose.

In case of non-compliance, apart from the applicable per case compensation for inaction reasons, the ship is charged the expenses of the corresponding time of delay or cancellation.

4. In order to avoid delaying or canceling the scheduled (un)loading works of a waiting ship, the following apply:

- a. The berthed ship is obliged to leave the port quays no later than one (1) hour after the completion of its loading and unloading operations.

In case of non-compliance, the master, or the legal representative, or the shipping agent of the ship, in addition to the per case applicable compensation, shall also bear

the expense corresponding to the time of delay or cancellation for all disposed to the other ship workers (hull and quay) and operators of loading / unloading machines.

b. Where two ships are served with the same working group, or when the completion of a ship's operations coincides with the commencement of work of another waiting to berth, the berthed ship is required to move away from the quay of the port, leaving it free for the ship to come, one (1) hour after the completion of its loading and unloading operations, and the ship which waits is obliged to commence its loading / unloading operation within one (1) hour from the departure of the previous one from the quay of the port. The time between the end of the first ship's operations and the commencement of operations of the next ship shall not be charged, provided that it does not exceed two (2) hours.

After 2 hours, the delay or cancellation is calculated in full and is borne by the master, legal representative or shipping agent of the ship which has completed the required case-by-case procedure (removal from the quay or starting work), exceeding the time limit of one hour.

Note:

In the cases of this paragraph, the provision that implies: "Time fraction not exceeding 30 minutes (out of total delays) is not charged" (see: METHOD AND BASIS OF CALCULATION OF FEES - OTHER CHARGES), is not applicable in the calculation of the time of removal of the ship from the quay or the beginning of the loading / unloading works.

5. Delays or cancellations in container loading and unloading works shall be granted 50% discount to the applicable per case fees, if there is a third party liability or force majeure.

The same applies to cases of delay or cancellation of container loading / unloading works due to extreme weather conditions, which have been foreseen and announced competently, if the person concerned has not objected to the planning of the works.

In case of objection to the planning of the works, given the announcement of the extreme weather conditions, PPA has the right, at its absolute discretion, to plan loading / unloading works by exempting the obligator from the payment of the delay / cancellation rights and to order the forced berthing of the ship (Article 5 of the Regulation and Invoice on ships / floating crafts rights in the PPA port area) or change its service order in order not to prevent the smooth execution of works.

In addition to this exemption, the obligator is not entitled to any other claim for the same cause against PPA.

The interruption time of works is decided exclusively by the competent PPA body, whose decision is binding for the obligators. .

6. For delays in the loading / unloading works of the containers exemption is provided from the payment of the applicable fees, if they are carried out per work shift, the following - on average – minimum number of container moves:

Per Gantry/Quay Crane S.P.P : 150 moves

Per Gantry/Quay Crane P.P. :130 moves

Per Mobile Crane : 80 moves

When it is required by reasons of a more efficient operation of PPA container terminal, exemption from the payment of the applicable fees shall be granted provided that:

- a. The delay did not induce a disruption of the Service Schedule of the ships on which (un)loading works are about to take place, or other ship is not expected to come.
 - b. The minimum number of moves which is for (un)loaded per ship containers (80 with Gantry Crane or 60 with Mobile Crane) has been reached within the scheduled work shift.
7. The above applicable charges are imposed to every ship regardless of whether it belongs to a company which is committed to a specific annual transshipment traffic of containers or has been placed under the rendez-vous service system.

D. STORAGES

1. Storages shall be calculated from the date of unloading or entry from inland to PPA SA Container terminal area, per day of stay and per piece.
2. In the case of containers of more than 20' feet, twice the corresponding container 20' right shall be paid.
3. In the case of the containers that are unstuffed (unstuffing of container content to a warehouse), the invoice for the temporary storage of empty containers shall be applied from the date of their entry into the warehouse.
4. For the unstuffed containers, the Invoice for the temporary storage of empty containers upon their entry into the container terminal is applicable.
5. For containers whose content is delivered directly to the means of transport of the receiver, the provisions of the invoice for the temporary storage of empty containers shall apply from the date of unloading.
6. Refrigerate machines (CLIP ON UNITS) remaining in the area of the special reefer-containers station, as tools for refrigeration of containers, are exempt from the payment of storage rights.
7. No storage rights shall be paid for a specified period of time from the date of unloading or receipt of containers by PPA, loaded or empty, which as the case may be - is as follows:

Up to 2 days , for loaded or empty import containers

Or up to 3 days, for unloaded from the ship on Saturdays

Up to 7 days, for loaded containers with local cargo to be exported.

Up to 10 days, for loaded or empty Transshipment containers

Up to 7 days, for loaded Transshipment containers that include dangerous loads (IMO) or mixed load of dangerous merchandises (IMO) and no dangerous merchandises.

However, in case of their stay beyond these days, the corresponding invoice shall be applied from the 3rd, 6th, 10th and 8th day of unloading or entry into the container terminal respectively, and the period of the exemption days shall be counted in the total time of their stay for the calculation of the storage, without granting any discount.

8. For containers with dangerous or mixed (dangerous and non-dangerous) load, remaining in the PPA area. a letter of guarantee corresponding to the per case storage rights of dangerous containers for 30 days, which is renewed with a corresponding letter of guarantee of 60 or 90 days, in case of further stay, is submitted by the agent over the 7 days.

Containers loaded with explosives and radioactive waste are removed directly from the premises of PPA after unloading them (immediate unloading of the container from the ship to the means of transport of the receiver) or after their entry (immediate loading of the container from loader's means of transport to the ship).

9. Storage costs are not paid during the strike days of the PPA staff, provided that the containers are received within a reasonable time after the strikes have ended.

The reasonable period of time shall be determined by decision of the CEO, taking into account existing circumstances.

10. For domestic merchandises moving within containers and entering warehouses for the purpose of export abroad whose export is canceled due to cancellation of the order or due to force majeure or by an event for which the exporter is not liable, the storage rights are calculated according to the per case applicable invoice for domestic products to be exported.
11. Empty containers entering container terminal area to be loaded on the first itinerary of the shipping line do not pay for storage, provided that the waiting time does not exceed 10 days. Otherwise, the normal invoice will apply from the date of entry.
12. For the implementation of the transshipment containers invoice, a prerequisite is either the indication as transshipment loads in the Import Declaration or a corrective document submitted no later than the next working day after completion of the unloading.

Characterization of loads as transshipment with a corrective document to be submitted after the above deadline is not taken into account for the calculation of storage rights.

13. Loaded containers which remain in the terminal's storage facilities for more than 90 days from the date of unloading or entering PPA port area, are declared unwanted in accordance with the procedure provided in the Unwanted Merchandises Regulation of PPA SA.

In this case, storage rights of empty containers shall be paid for the period of 120 days from their unloading and regarding the content of the container, the procedure of the aforementioned Regulation shall be followed.

14. For containers which are unstuffed and their contents are delivered directly to the recipient's means of transport, storage rights of loaded container are paid up to the date of the delivery of their load.
15. For containers that are transported empty in the Special Area of the terminal, in order to take place their stuffing, storage rights of loaded containers are paid from the date of their transfer to this place and until the date of loading on board.

III. OBLIGATORS – TIME OF FEES PAYMENT

The obligators for payment of fees for container works are as follows:

- a. The ship-owner, or the person that has the operational responsibility of the ship or the shipping company, on behalf of which the containers have been transferred or the shipping agent that represents him/her, for the in whole payment of the above regular rights, regardless the transportation term (F.I.O. ή S.P.), rest charges, the rights on quay of the empty containers that are transferred with free usage documents, and the extra works for reefer containers.
- b. The shipper or the receiver-inee or the person who represents them for the payment of the regular fees for quay works and for ISPS Code fee.
- c. The applicant who applies for execution of extra works.
- d. The receiver or other beneficiary for storage rights of ISPS Code fee.

The fees that arise on basis of this invoice are paid as follows:

- Before the execution of each invoiced work.
- Regarding storages:
 - Upon the submission of the «Receipt Application» or Delivery Order, for containers that are delivered in land means of transport.
 - In cases of loading on ships, upon the issue of the relevant storage invoice.

As an exception, the containers received may be delivered "in credit", provided that the consignee or other beneficiary, upon agreement, has deposited a sum of money to PPA as a guarantee for the adjustment of the invoice no later than the next working day within working hours. The amount deposited to the account at any time will be determined by the PPA for each customer separately based on the average daily value of the storage and additional work charges in the last quarter, and in any case shall not be less than 1500 €.

In the absence of transactions for any month in the last quarter for the calculation of the average, account shall be taken of the transactions of the most recent three months of the current financial year.

The same procedure and minimum guarantee applies to reefer containers.

In the event that PPA is obliged to use the guarantee because the recipient or other beneficiary did not settle the invoice within the above-mentioned deadlines, any balance of the account amount is returned to the recipient. In addition, the delivery of a container "in credit" to the consignee in question is not permitted in the future.

IV. APPENDIXES

APPENDIX I

Invoices of delays, cancellations, of evacuation/filling works.

1. Delays

Per occupied worker	Charge * in €	
	Working Day (Monday - Saturday)	Holiday and Sunday
Anytime of 24hour	33	55

*Charge unit is hour

2. Cancellations

Per worker and operator of (un)loading machine that has been scheduled	Working Day (Monday – Saturday)	Holiday and Sunday
	160	230

*Charge Unit is 7hour

APPENDIX II

CLASSIFICATION OF DANGEROUS LOADS ACCORDING TO IMDG Code

Dangerous Shipments:

Packaged substances, materials and species defined, classified, packaged and transported in accordance with the provisions of the International Maritime Dangerous Goods Code (IMDG Code) and Presidential Decree 405/1996 as applicable and their uncleaned empty packages.

Dangerous loads are classified as follows:

Category 1	Explosives and articles
Category 2.1	Flammable gases
category 2.2	Non-flammable, non-toxic gases
Category 2.3	Toxic gas
Category 3	Flammable liquids
Category 4.1	Flammable solids, substances subject to self-ignition and solid sensitized explosives
Category 4.2	Substances with a possibility of automatic combustion
Category 4.3	Substances which, in contact with water, emit flammable gases
Category 5.1	Oxidising substances
Category 5.2	Organic peroxides
Category 6.1	Toxic substances
Category 6.2	Infectious substances
Category 7	Radioactive materials
Category 8	Corrosive substances
Category 9	Miscellaneous dangerous substances and articles