



## **REGULATION AND TARIFFS at P.P.A. Port Zone**

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**PIRAEUS**

**May 2018**

### **DEFINITIONS**

**1. Arbitrary stay of a ship:**

The stay of the ship / floating craft in the PPA port area, without the approval of the competent service or after the expiry of the approved stay time.

**2. Ships/floating craft at anchor:**

Ships/floating crafts in the port area of P.P.A. between Salamis and Perama, away from the channels and other facilities, as well as anchored ships/floating crafts in the bay of Ambelakia.

**3. Side berthing:**

It is considered the case where ships/floating crafts berth side by side to another ship which is berthed to a quay.

**4. Undividable Day:**

An undividable day is the period from 00.01 to 24.00 or fraction of the day.

**5. Undividable Month:**

It is the period starting from the first day and ending on the last day or fraction of the month.

**6. Ship:**

Every craft with a net capacity of at least 10 register tons, that sails independently at sea.

**7. Floating craft**

Any floating construction, irrespective of capacity or crew that is mainly aimed to be used as fixed installation, mainly within ports, gulfs, close to sea front for the provision of generally supportive services to the shipping industry.

**8. Active Ship / Vessel:**

Any ship or vessel that is used for the transportation of people, or goods, tugging, salvage, fishing, recreation, scientific research or other purpose or under repair.

**9. Berthing:**

The approach of a ship from her side to the berth the commonly referred alongside berth.

**10. Stern berthing:**

The approach of a ship to the berth with her stern.

**11. Harboursing:**

It is considered the stay of the ship or floating craft within the port area without necessarily occupying a specific quay.

**12. Total Capacity:**

It is the total enclosed space of all fixed structures of the ship situated below or above the upper deck

**13. Double Capacity:**

The capacity of the ship with double holds or double hull.

**14. Port area of PPA**

The port area that is under the exploitation of PPA SA according to the relevant legislation.

**15. Ship Repair Zone (SRZ)**

The area (sea or land) within which the undertaking of ship repair activity on ships is allowed.

**16. Licensed coastal ferry service:**

The coastal ferry service that is performed under licensed approval by the competent Ministry.

**17. Ferry line:**

It is considered the ferry connection of usually two opposite shores.

**18. Fixed anchorage:**

Any sea area provided for the safe anchorage of ships/vessels.

**19. Supportive services:**

Services that regard support at sea, provisions to ships, ship repair services to infrastructure or ships carrying materials etc.

**20. Forced shifting:**

It is considered the forced shifting of the vessel to another berth within the port

## **ARTICLE 1**

### **Object**

This Regulation and Tariff regulates issues of port entry, berthing, stern berthing and harbouring of active ships / floating crafts in the legally specified port area of the society anonyme called Piraeus Port Authority SA. (from now on referred to as PPA) with the exception of the Ship Repair Zone.

Also they are regulated shipwreck / ship / floating crafts that remain arbitrary in this area, as well as issues related to the forced shifting of ship / floating crafts.

## **ARTICLE 2**

### **Field of Application - Formalities**

- a. Any ship / floating craft that arrives in the area referred to in the previous article is required to notify the competent authority of the PPA by its representatives, by submitting (in printed or electronic form) the Announcement of Arrival, such as the attached Appendix A.
- b. Especially for passenger ships or floating crafts operating authorized internal ferry routes, the submitted announcement must include all arrivals and departures that will be carried out during the period of the authorized itinerary execution.
- c. Cruise ships carrying cruise passengers or transit passengers must submit from 01/06 to 30/06 of every year for 2 years in advance their calling schedule which is approved by the competent department of PPA and announced on the web site of PPA. Berthing priority among them is based on the criteria defined in article 3 of the “Tariff and Regulations for the provision of loading-discharge-storage of merchandise and provision of services to passengers and vehicles»

## **ARTICLE 3**

### **A' Regular Fees**

Vessels / floating crafts that land or dock or remain arbitrary in the legal PPA port area, except for the Ship Repair Zone, are subject to the following charges:

### 1. Port entry dues

The charge is calculated for each arrival, based on the total capacity (GRT or G.T.), as follows:

Category of Ship/Floating Building	Charge in €	
	From 1/4/2011	From 1/4/2012
1.1. Passenger vessels in general	0,028	0,028
	From 1/4/2012	From 1/1/2020
1.2. Cruise ships, yachts and other recreational craft	0,140	0,180
	From 1/4/2012	From 1/1/2019
1.3. Cargo ships and other vessels	0,049	0,053

### 2. Berthing Charges

Vessels / floating crafts that berth to the quays and, in general, to port installations for cargo handling or for passenger (dis)embarkation and baggage handling, are charged for each metre - based on their length overall (LOA) - and for each day of stay as follows:

Category of Ship/Floating Building	Charge in € / running meter	
	From 1/4/2011	From 1/4/2012
2.1. Passenger vessels in general	0,871	0,871
	From 1/4/2012	From 1/1/2020
2.2. Cruise ships, yachts and other recreational craft	1,600	2,000
	From 1/4/2012	From 1/1/2019
2.3. Cargo ships and other vessels	0,824	0,898

### 3. Stern berthing Charges

Calculated as 35% of the corresponding berthing charges.

#### 4. Harbour Dues

The special construction or destination ships / floating crafts which remain in the PPA port area to carry out various ancillary works or are routed to ferry services, shall be charged with the following harbouring charges per month indivisible as follows:

<b>Category of Ship/Floating Building</b>	<b>Charge in € / month</b>	
<b>FERRIES</b>		
4.1. Passenger Ships – Vehicle Ships (Ferry boats) on the route Perama –Salamis.	200,00	
4.2. Passenger ships on the route Central Port – Salamis or Agkistri.	100,00	
4.3. Passenger ships on the route Perama – Salamis or Agkistri.	40,00	
<b>AUXILIAIRY AND OTHER CRAFTS</b>	<b>Existing tariff/month</b>	<b>New tariff/month As per 1, May 2018</b>
4.4. Floating Cranes, water tankers, oil tankers, dredgers, irrespective of capacity and environmental facilities vessels	250,00	325,00
4.5. Floating workshops used for repairs of shipbuildings (irrespective of whether they carry permanent or portable equipment), barges under 35m, floating shipbuildings for material transfer, diving and research vessels.	80,00	105,00
4.6 Barges over 35m, fee per meter of length	-	3,00
4.7 Towing vehicles and lifeguards per meter of length.	5,50	7,00
4.8. Fishing groups (Gri-Gri) and the similarly designed shipyards berthed on quays outside of Iraklis Fish Market.	40,00	50,00
4.9. Crafts (lantzes) for person or material transportation	30,00	40,00
4.10 Boats belonging to the Customs Service and remain in the permanent anchorage of PPA.	100,00	100,00

## 5. Mooring

In case the mooring is not provided by the pilotage service, it will be provided exclusively by PPA, for the following categories of ships / floating crafts, as follows:

<b>Ship Category* / floating craft</b>	<b>Calculation Unit</b>	<b>Charge (€)</b>	<b>Charge (€)</b>
Cruise ships, yachts and other recreational crafts	Per work step (lashing or unlashng)	125,00	<b>As from 1/1/2020</b> 150,00
Cargo ships and other floating crafts	Per work step (lashing or unlashng)	75,00	<b>As from 1/1/2019</b> 150,00
Ferry coastal ships of length up to 180 meters	Per ship monthly	675,00	
Ferry coastal ships of length over 180 meters	Per ship monthly	950,00	
High speed crafts (high season) 2 arrivals per day	Per ship monthly	400,00	
High speed crafts (low season) up to 1 arrival per day	Per ship monthly	200,00	
Exceptional service provision (lashing and unlashng)	Per work	48,00	
* the mooring service is excluded and not provided to hydrofoil and passenger ships up to 150 GRT.			

## 6. Successive Approach to installations of PPA SA and PCT SA.

In the case of ships calling and approaching successively the PPA SA and PCT SA (Pier II, III) installations and vice versa, the port entry and the parable and berthing charges of ships, for their common day of stay, will be shared amicably by half (50%) by both companies.

### **B' Exemptions**

The following ships / floating crafts are exempt from the above charges:

1. The ones belonging to Heads of Foreign States.
2. The army navy ships in general and their auxiliary vessels, if they arrive at the port for a formal visit.
3. War and state non-commercial (educational etc.) ships, Greek or foreign, entering the PPA port area.
4. The ones used by the subcontractors for the execution of PPA SA's works. This exemption for each used ship / floating craft is valid for as long as the execution of the

port works lasts and if, at the request of the subcontractor and upon the recommendation of the competent Technical Service, it is approved by the PPA CEO.

5. Fishing vessels of up to 150 G.T capacity, during their stay at Iraklis Port Fish Market quays, from the berthing or stern berthing charges (paragraph 2, Article 6, Decree 4457/65 Regarding Fish Markets.).
6. Ships / floating crafts that enter and anchor for the receipt of various fast services (supplies, crew change etc.), provided their stay does not exceed 48 hours
7. The ships owned by the State, non-commercial, ships/floating crafts, which provide port security and port safety services (eg. Coast Guard, Fire Brigade, etc.)
8. Other ship categories that enter the PPA port area provided they carry merchandises or other things belonging to International Organizations - Humanitarian, Environmental Organizations - Institutions, etc., and are intended to provide assistance to affected areas.

The exemption or limitation of fees and rights will be subject to the approval of the competent Ministry, at the request of the interested parties.

9. Ships - floating crafts that are for sale according to the provisions of Law 2881/2001, the bidder is exempt from the payment of the harbor rights of the sold ship/floating craft for the period of time starting from the date of payment and ending the date of ship's removal from PPA Port Area. This exemption is not granted for a period longer than three months, further stay will be charged according to the charges of the initial regular tariff and not according to the invoice of the arbitrary stay.

#### **ARTICLE 4** **Special Charges**

1. **Ships / floating crafts, -which, at their request-**and following aproval by the competent authority, beth to Central Port quays shall be charged with the following special charges:

<b>Stay Duration (Days)</b>	<b>Charge in € / meter / day</b>
1-5	The corresponding charge of paragraphs 2.1. - 2.3. of the article 3.
6-10	8,00
11 <sup>th</sup> and over	15,00

The above charge applies at the following cases:

- On passenger ships that interrupt, for any reason, their itineraries or cruises.
- On ships for the period until the start of their itineraries.
- For the duration of the ships' stay until or after the designation of "temporary repair positions».



The stern berthed ships are charged at 35% of the above charges.

**2. Ships / floating crafts at anchor:**

Ships / floating crafts anchored at the PPA port area between Salamina and Perama, away from the channels and other installations and the within the Ampelakia bay, will be charged € 0,397, calculated per G.T. and undividable 15 days.

In this case are also included those that are under arrest or seized or detained.

**3. Ships / floating crafts which remain arbitrary**, for any reason, at quays or technical works or in any port area shall be charged according to Articles 3 and 4, plus 150%.

**4. RO / RO ships and RoPax Ships**, which occupy the commercial quays of the port, are obliged to have completed their loading/discharge works within 32 hours. Upon the expiration of the above period, if they are not authorized by the competent Service of PPA SA, their stay is considered arbitrary and shall be charged, in addition to the normal charge, with the following charges:

<b>Duration of Overrun (Days)</b>	<b>Charge in € / meter / day</b>
1-2	20,00
3 <sup>rd</sup> and over	40,00

Stern berthed ships pay 35% of the above charges.

Stay is not considered arbitrary when there is PPA liability.

**ARTICLE 5  
Shipwreck Charges**

Ships / floating crafts of any category, wholly or partially submerged, located at the bottom of the PPA port area, shall be charged with the following charges per day, based on their capacity, as follows:

<b>Stay Duration (Days)</b>	<b>Charge in € / GT or GRT / day</b>
1-90	0,014
91-180	0,033
181 until their lifting	0,064

**Notes:**

- a. In case of a shipwreck, PPA shall act in accordance with the law of the shipwreck removal and may claim compensation for any positive and repository damages caused by the lack of due diligence of the liable persons.
- b. Shipowners of ships / floating crafts which have been wholly or partially submerged in the PPA sea area or third parties to whom they have been assigned or abandoned to, are obliged, after written notice, within a reasonable period, to lift them and remove them out of the port.

If this period expires, PPA may incur - at its own expenses and under its own responsibility of the master - the lifting or dismantling of the shipwreck and claim proportionate compensation.

- c. The procedure for the lifting or scrapping of shipwrecks is according to the provisions of Articles 1, 2 and 9 of Law 2881/2001.
- d. The wreck charge and the foreseen in this article charges are interrupted after the completion of lifting or scrapping of the shipwreck.

This interruption can be done earlier only by decision of the BoD/ PPA SA after a reasoned suggestion by the competent authority or after ten (10) years from the date of wreckage of the ship/floating craft in the Port Area.

**ARTICLE 6****Method and basis of charge calculation**

1. Where the term "day" is used in this Tariff, it is understood that refers to the period from 00.01 to 24.00.

Fraction of a day is calculated as a whole day.

Where the term "month" refers to the provisions of this Tariff, it is understood that refers to the period commencing on the first day and ending on the last day of the month.

2. If the ship / floating craft berthing or stern berthing lasts for up to six (6) hours and this period falls within two days, the charge is imposed for one (1) day.
3. Ships / floating crafts that berth or stern berth more than once in a day shall be charged for one day according to the highest foreseen charge.
4. The port entry charges of ships / floating crafts are calculated for each entrance at PPA Port Zone, based on the whole capacity of the ship/floating craft.  
On ships of double capacity, the charges are calculated according to the highest, on the basis of the original measurement certificates or the legally validated photocopies.
5. Ships that carry out international voyages, their whole capacity is calculated on the basis of the ships' size in GT (GROSS TONNAGE), as measured in accordance with the International Tonnage Certificate 1969 and listed in the official Measurement Certificates of the ships.

Excluded are ships up to 1300 G.T. the capacity of which derives from their measurement on basis of the national legislation and is indicated in the Measurement Certificate or other official document.

6. For oil tankers with segregated ballast tanks of an alternative design and similar type (SEGREGATED BALLAST TANKS, SIDE HUSSE / DOUBLE BOTTOMS) in accordance with the requirements of MARPOL 73/78, the charges imposed are based on their capacity calculated according to the reduced capacity that is written on the international capacity certificate (REMACS), as turns out after deduction of the capacity of the segregated ballast tanks and in each case reduced by at least 17% of the corresponding charges which are imposed on tankers of equal capacity without segregated ballast tanks.

The 17% discount is calculated for the other charges that are imposed on basis of other size, except from capacity. The discount refers to the corresponding charges that are imposed to tankers of equal size, without segregated ballast tanks.

7. The charges of berthing or stern berthing of ship/floating crafts are calculated on their maximum length overall in meters (L.O.A).

On ships / floating crafts that berth alongside another ship/floating craft or their berthing occupies pier length shorter or equal to its half-length, it is granted 50% discount at berthing charges.

8. The data concerning the capacity and length of the ships shall be attested either by the official shipping documents that the ship's representative submits or by the LLOYD'S REGISTER OF SHIPPING International Code. Especially for ships / floating crafts that are registered in the Greek Register, the data are also certified by these.
9. The special adaptation or destination ships / floating crafts that remain at the PPA port area to carry out various auxiliary works or are routed to ferry lines shall be charged with the harbouring charges for each undividable month.

The above mentioned floating crafts must be communicated, necessarily and in a timely manner, by the interested parties to the competent PPA Service. Removing them from the PPA Port Area, without promptly informing the competent service, implies the sole responsibility of the persons to confirm the foreseen charges on behalf of the Service.

The above harbouring charges are applicable even if the floating crafts do not operate throughout the month, except from the case where they are under repair within the area of PPA responsibility, whereby they are charged with the relevant charges for the ship repair zone.

10. As environmental vessels are understood the vessels that according to their nationality documents have been designated as receiving facilities or vessels for the collection of petroleum products and other residues from the sea area and their transfer to the licensed for the collection and treatment at sites or other facilities.

This category does not include ships / floating crafts which are used as floating waste treatment facilities (separators) for which it is foreseen a specific charge which is defined by the agreements that each time apply.

11. Charges for ferry coastal ships mooring will be calculated per month undividable for the work provided during the month, regardless of the number of approaches. The charge will be interrupted only for months when the ship has been proven not to operate itineraries (eg. is being repaired, interrupted the itinerary execution etc.) and no more than 3 approaches have taken place. The charge for the up to 3 approaches will be calculated as an emergency work and will be charged according to the corresponding invoice.

## **ARTICLE 7**

### **Confirmation and Collection of Charges**

The charges of this Tariff are confirmed and collected as follows:

1. The port entry, berthing and stern berthing charges of ships/floating crafts, shall be paid for each month until the twentieth (20<sup>th</sup>) day of the following month
2. The harbouring charges which are calculated for each undividable month shall be confirmed per three months and paid until the 20<sup>th</sup> day of the following, after the end of three month period, month. The payment after that deadline implies the imposition of interest on the total value of the invoice.
3. The port entry, berthing and stern berthing charges of foreign ships shall be paid within twenty (20) days of their departure.
4. The port entry, berthing or stern berthing charges of cruise ships, shall be paid for each month until the twentieth (20<sup>th</sup>) day of the following month.
5. For the other charges, the provisions of article 7 of the PPA Financial Management Regulation apply. (F.M.R / PPA SA), which means that they are paid within 10 days (10) of the invoice notification.

## **ARTICLE 8**

### **Obligators for Payment of Charges**

1. Obligators for payment to PPA of the foreseen by this Regulation all kinds of charges, imposed on and follow the vessel are the ship-owner, the disponent owner, the manager, the shipping agent at the time of the creation of the charge claim or the legal representative of the craft, which are each jointly and fully responsible.
2. Exceptionally, the charges of crafts whose ship owners or disponent owners live abroad shall be confirmed in the name of the shipping agents or their legal representatives.
3. The agent's joint liability referred to in paragraph 1 of this Article shall be forfeit in respect of him alone if, at the time of the invoicing, he does not represent in a proven way the charged craft, on the condition that he has informed the competent PPA service in writing and another agent was appointed.

4. The successful tenderer, on vessel auction, shall be liable for the payment of all charges foreseen under this Regulation upon the ship/floating craft as from the awarding day.
5. Especially in cases where the auction is made in accordance with the provisions of the CPRC (Code of Public Revenues Collection), as amended and supplemented by ND. 356/74 On the Collection of Public Revenues, the berthing or stern berthing charges of the auctioned vessel and during the first fifty (50) days from the day of auctioning are calculated based on the normal invoice and not on the invoice of the arbitrary stay of the ship.

## **ARTICLE 9**

### **Forced Shifting**

1. The CEO of PPA in consultation with the Central Piraeus Coast Guard, may order the shifting of ship / floating craft that remain without cause or approval in places necessary for other vessels or for more general reasons and needs of the port and the public interest.

If the shifting does not take place in the designated position and within the time limit, it is executed in any way and at any time at the sole responsibility of the obligators.

2. For the realization of any forced shifting, the obligators – with the submitted application for ship entrance in PPA Port Area- shall provide unconditionally to the Administration such mandate and power of attorney to represent them before any administrative or judicial authority or other third parties, to request the issuance of the necessary certificates, to submit applications in court for permission of shifting, to recruit the necessary crew, to contract for the use of tugs, to commence the ship's machines, major and auxiliary, and generally to do anything necessary for the shifting in their name and on their behalf.
3. The relevant expenditure incurred for that purpose, confirmed by PPA, shall be borne “jointly and in whole” by ship owners, disponent owners, managers, shipping agents and third parties that are legally authorized by the ship owners and shall monitor the ship.
4. In urgent cases, that the public order, navigation is threatened, etc., in parallel with the above procedure, the implementation of a brief shifting procedure shall be applied before the notification of the relevant CEO decision to the interested person, notified in retrospect, in accordance with n. 129 Port of Piraeus Port Regulation (GN 1069 / B / 1980).

**Note:**

See also the provisions of paragraph 1 of Article 8 of Law 1220/81 (GN 296 / A / 7-10-1981) and paragraph 1 of article 11 of the Decree no. 3398/1955.

**ARTICLE 10**  
**Infringements - Penalties**

1. The non-written pre-arrival notification of a passenger ship originating from abroad as well as a cruise ship in general until 09.00 hours prior to arrival will entail exclusion from the scheduling of a berth or stern berth position.
2. For any violation of the provisions of the Regulation - in addition to the eventual consequences, may, following a PPA CEO decision, impose a penalty equal to the amount of the financial penalty provided for in paragraph 1 .c. of the second article of Law 2688/1999, certified by the issue of the relevant invoice

Objection to this invoice is allowed in accordance with the PPA Financial Management Regulation and Audit.

3. For any damage to the quays, machines, mechanical equipment and general PPA facilities, in the handling of the berthing or during the stay of the ship or in general during the execution of any works during its stay in the PPA area, is responsible for the ship.

These losses are evaluated by the Committee, which is constituted each year by a PPA CEO decision and consists of a civil engineer and an electrician - mechanical engineer of PPA and a ship's representative, and specifies in Minutes of the Meeting the amount of the cost of repairing the damage.

On the basis of the mentioned above Minutes, the relevant invoice is issued to the ship. Until the payment of cost of repairing the damage - as defined in the above-mentioned minutes - the sail of the ship is forbidden, unless it is submitted to the competent PPA Service a letter of guarantee of a Bank recognized in Greece, the value of which will cover the cost of repair.