



TARIFF No 6

**PASSAGE OF VEHICLES
THROUGH THE QUAY
INCOMING TO VESSELS OF COASTAL LINES**

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

October 2017

I. TARIFF FOR PASSAGE OF VEHICLES THROUGH THE QUAY AND WEIGHING OF THE LADEN MEANS OF TRANSPORT

A' CHAPTER – REGULAR CHARGES

For the vehicles (laden or empty) that enter self-propelled with the RO-RO system, to roll-on/roll-off ships and to passenger ships with domestic destination, through the quays of the port apply – by type of vehicle –the following charges:

α. Passage

Type of Vehicle	Unit of Billing	Charge in €
1. Passenger cars (Private Use)	unit	1,10
2. Motorcycles and passenger tricycles	"	0,35
3. Self-propelled canteens, mobile homes, mini bus, vehicles – offices – televised, telephone labs etc. relative similarity vehicles	"	4
4. Buses, Coaches	"	6
5.a. Laden trucks, tanks, refrigerators, TIR, MAFI, TRAILERS, semi-trucks, tricycles (transporting) and all kinds of vehicles machinery (tractor, loader, cranes, etc.) are charged based on the gross weight, as follows: up to 3 ton. between 3-10 ton. between 10-20 ton. over 20 ton.	" " " "	2 5 8,5 12
b. the empty vehicle means of transport		2

b. Weighing

Type of Vehicle	Unit of Charge	Charge in €
Laden trucks, tanks, refrigerators, TIR, MAFI, TRAILERS, semi-trucks, tricycles (transporting) and all kinds of vehicle means of transport, as follows:		
α. incoming to vessels of urban connection of areas of the Argosaronic	unit	1,5
β. incoming to vessels with destinations of other domestic ports	"	3

Discounts – Exemptions

Discounts

a. Passenger vehicles of category 1 and 2 that are transported with vessels of lines of urban connection of areas of the Argosaronic, discount 20%.
b. Vehicles of categories 3, 4 and 5 that are transported with vessels of lines of urban connection of areas of the Argosaronic, discount 50 %.
c. Vehicles of category 1 that are transported with vessels that connect urban areas that have distance from the port up to 7 miles, discount 80%.
d. Vehicles of categories 3 and 4 that are transported with vessels that connect urban areas that have distance from the port up to 7 miles, discount 75%.
e. Vehicles of category 2 and 5 that are transported with vessels that connect urban areas that have distance from the port up to 7 miles, discount 90%.
f. Vehicles of all categories that are destined to ports of economically unsustainable lines, discount 50%

Exemptions

All kinds of vehicles that belong to the Armed Forces.

B´ CHAPTER - OTHER CHARGES

Charges for unscheduled work

For each worker in the extension of the duration of a shift	Charge * in €	
	Working Day (Monday - Saturday)	Holiday and Sunday
07.30´-22.00´	20	35
22.00´-07.30´	25	45

*Charging unit is the hour

II. METHOD AND BASIS OF CHARGES CALCULATION

A. OF REGULAR CHARGES

In regular charges are included:

- a. The workers' wages during regular labor.
- b. The oversight and supervision during regular labor.
- c. The charge, in percentage analogous to the works, for expenses of administration and operation of the port.

The method and the basis of calculation of the charges are as follows:

1. The charges for the passage of vehicles through the quays of the port are calculated per vehicle laden or empty that enters self-propelled in roll-on/roll-off or passenger vessel with domestic destination.
2. The collection of the charges of this tariff has been assigned to authorized third parties (shipowners, disponent owner, and general ship agents).
3. Exemptions and discounts on tariffs of passage of vehicles through the quays of the port, apply only for the referred cases of this document.
4. The charges of this tariff have equal application and to every type of domestic vessel to which every kind of vehicle enter self-propelled.
5. Any other loading/unloading work on roll-on/roll-off vessels, except from the passage of vehicles, is regulated by the relevant tariffs.
6. The vehicles to which no weighing is provided are exempt from the relevant charge for this work.

7. It is clarified that the provided discount to vehicles that are destined to ports that are characterized as economically unsustainable line, it is calculated on the basic charge of use of the port for the specific destination (that is being calculated the provided by destination discount) and does not concern the service of weighing.

B. OTHER CHARGES

Unscheduled work is considered the continued beyond the work that is provided from the shift gang of seven hours duration.

This case has application after the requested extension of the duration of one shift of labor for the provision of weighing services.

Fraction of hour that does not exceed 15' minutes it is not charged. Fraction greater than 15' minutes it is calculated as whole hour.

III. OBLIGATION TO PAY – TIME AND METHOD OF PAYMENT

1. Obligation to pay

The charges in this tariff weigh always the vessel and are payed by the Shipowner, Captain, Disponent Owner, General or Special administrator or the Shipping Agent that represents him.

In case of time chartered vessels, all the obligations and responsibilities of the shipowners that derive from the provisions of this tariff, burden the charterer of the vessel, under the condition that the shipowner – with the commencement of the charter – submits to PPA statement that mentions the charterer and the duration of the charter.

In case of non-submission of this statement from the side of the shipowner, the ship and the charterer remain jointly and severally liable opposite to PPA for the payment of the charges.

2. Time-method of payment of charges and of submission of supporting documents

The shipowners, disponent owners, general or special administrators, general shipping agents to which it has been appointed the collection of the regular charges of this tariff, are obliged to provide the collected from them on behalf of PPA, for each month and within the second month following the collection month.

The submission of the data of monthly passages of vehicles with vessels is done the three (3) first working days of the following month.

The data are recorded in monthly lists with analytical reference to the daily itineraries of each vessel with the corresponding number of incoming vehicles to them and clear reference in the cases that are subject to discounts or exemptions according to the provisions of the present tariff.

These lists will be signed by the person that binds the company (on the basis of the valid articles of incorporation, copy of which will have to be brought to PPA after every change), that has collected and is obliged to pay to PPA.

The data of these lists are cross-checked with the respective of the responsible office of P.P.A. S.A., of the Port Authority and of the coastal company. If from this comparison is noted an omission or incomplete submission of charges, which according to the defined in this tariff would have to be collected and given to P.P.A. S.A., then the difference is assured and is collected in double.

For the verification of the correctness of the charge and collection, as well as the timely deposit of the relevant charges, it is possible – with decision of Chief Executive Officer or General Director of PPA – to be conducted on-site control of the relevant documentation which the third parties are obliged to keep for 5 years from their issuance and to set at the disposal of the authorized control bodies of P.P.A. S.A.

In the documentation is included every item that can help in the conducted control (issued tickets, summary lists, definitive accounts of clearance of transactions between shipowners and agents, invoices and any other where appropriate document or used relevant software).