



**TARIFF No 4**

**SERVICES FOR CARGO -  
LOADING, UNLOADING  
AND  
STORAGE OF VEHICLES**

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

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##### **I. DEFINITIONS**

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The selection of certain merchandise vehicles from their storage area for delivery or loading.

###### **2. Transit of wheeled transport means**

The self-contained inbound or outbound move of means of transport (laden and empty) via RO/ RO system from/on ships of foreign origin/destination.

###### **3. Annual Movement**

The total number of the transshipment moves of vehicles -loading and unloading- made by a shipping company during one calendar year.

###### **4. Work Delay**

Late start of work or an interruption of work during execution due to the ship, the cargo, the PPA SA, force majeure, extreme weather conditions.

###### **5. Move**

The unloading or loading of vehicle.

###### **6. Cancellation of Work**

The absolute non-execution of work by the planned working group during any shift, due to the ship or cargo or PPA SA, or force majeure or extreme weather.

###### **7. Shifting onboard ship (hull)** Moving vehicles within the ship.

###### **8. Shifting via quay**

Moving vehicles from the ship to the dock and then the reloading on the ship.

###### **9. Shifting on the waterfront**

Moving vehicles from the place of storage at the quay to another -within the car terminal-area.

###### **10. Transshipment**

The unloading of vehicles from ship or other means of transport and the loading on ship or other means of transport.

###### **11. Mechanical means of PPA SA.**

Mechanical means are used for the service of vehicles (eg claw, tractor, forklift etc.)

###### **12. Unit of calculation**

Piece of vehicle as merchandise or means of transport.

###### **13. Shipping company**

‘shipping company’ means the owner or the manager or the person that has the operational responsibility of the ship or the company on whose behalf the cargo is being transported.

###### **14. Classification**

The placement of merchandise vehicles in storage area based on some criteria (destination, construction, type, etc.).

**15. Technical support**

The provision of a technician to repair damage arising during the process of loading and unloading (eg battery charge, fuel supply, restoration of small damages etc.). Technical support is divided into two categories:

1. Scheduled Technical Support: refers to requests for technical support up to 2 hours before the start of operations.
2. Unscheduled Technical Support: refers to requests for technical support made after the start of operations, without prior notification.

**16. Transshipment**

The unloading and loading of wheeled cargo from a ship coming from abroad onto a ship going abroad, via the waterfront.

**17. Transit**

The unloading of wheeled cargo from a ship and the loading on land means of transport and vice versa.

**18. Merchandise vehicle**

Wheeled vehicle which is merchandise.

**19. Wheeled transport means**

The wheeled vehicle carrying goods or passengers.

**20. Work shift**

The scheduled continuous time for work execution in given hours.

**21. "ISPS Code"** means the International Ship and Port Facility Security (ISPS) Code as it applies and refers to the comprehensive set of measures to enhance the security of ships and port facilities.

## II. TARIFF FOR VEHICLES

### Chapter A' : – LOADING AND UNLOADING WORKS FOR WHEELED CARGO

#### REGULAR CHARGES

##### a. Loading/dischARGE of import/export and road transit merchandise vehicles and transport modes

For self-propelled horizontally loading / discharging (RO / RO) of all kinds of wheeled goods, and for self-propelled vehicles (loaded or empty) to or from ships of abroad.

<b>Vehicle Type</b>	<b>Fee * Vessel Works ( € )</b>
Weight up to 3 tones (Including motorbikes and tricycles)	53,826
Weight between 3 and 10 tons	158,700
Weight between 10 and 80 tons	211,600
Weight above 80 tones & merchandise vehicles requiring special handling	Service contract

\* Charge is based on unit

##### b. Loading/dischARGE of road transit merchandise vehicles

<b>Vehicle Type</b>	<b>Fee * Vessel Works ( € )</b>
Weight up to 3 tones (Including motorbikes and tricycles)	53,826
Weight between 3 and 10 tons	158,700
Weight between 10 and 80 tons	211,600

Weight above 80 tones & merchandise vehicles requiring special handling	Service contract
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\* Charge is based on unit

**C. Loading and unloading of transshipment vehicles**

For every Shipping Company’s transshipment vehicle cargo in a year:

**c.1. Weight up to 3.000 kg:**

<b>Annual Moves</b>	<b>Fee per move unloading or loading (€)</b>
1-5.000	19,256
5.001-15.000	15,907
15.001-25.000	14,711
25.001	13,276

\*Charge Unit is the piece

**c.2. Weight over 3.000 kg, bikes or tricycles:**

<b>Annual Moves</b>	<b>* Fee per move of unloading or loading of vehicle over 3.000 kg (€)</b>	<b>* Fee per Movement of unloading or loading of bikes and tricycles (€)</b>
1-1.000	75,348	5,750
1.001-5.000	57,408	4,600
5.001	46,644	3,450

\*Charge Unit is the piece

**d. I.S.P.S. CODE charge on import/export and road transit merchandise vehicles and transport means**

<b>Vehicle Type</b>	<b>Fee * Vessel Works ( € )</b>
Weight up to 3 tones (Including motorbikes and tricycles)	6,348
Weight between 3 and 10 tons	12,696
Weight between 10 and 80 tons	19,044

Weight above 80 tones & merchandise vehicles requiring special handling	19,044
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\* Charge is based on unit

### **Surcharges**

In case where staff or mechanical means are provided by PPA SA, for vehicles as transport means	25%
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### **CHAPTER B' - ADDITIONAL WORKS**

<b><u>Work</u></b>	<b><u>Charge unit</u></b>	<b><u>Charge (€ )</u></b>
1. a. Selection for import/export and road transit cargo b. Selection for T/S Cargo	Unit Unit	19,838 17,250
2. Shifting a. through yard (loading -reloading) b. Between car terminal and container terminal c. Within hold d. Within the yard (from slot to slot)	unit	34,500 34,500 17,250 17,250
3. Assortment of vehicles with the use of more than three parameters	unit	11,500
4. a. Scheduled Technical support provision b. Unscheduled Technical support provision	hour	33,063 49,595
5. Stacking/unstacking of mafi and other transport means following request	stack	17,250
6. Use of PPA SA' mafi	shift	28,750
7. Gate service for entry-exit during weekdays (afternoon shifts)	hour	49,450
8. Gate service for entry-exit during night shifts, Saturdays and Sundays/public holidays.	shift	396,750

**CHAPTER C' - Other charges****1. Delays**

	Fee * (€)	
	Working Day (Monday - Saturday)	Excluded Days and Sundays
For each worker		
Any time of the 24 hours	33,000	55,000

\*Charging unit is the hour

**2. Cancellations**

	Fee * (€)	
	Working Day (Monday - Saturday)	Excluded Days and Sundays
For each worker		
Any time of the 24 hours	160,000	230,000

\*Charging unit is 7 hours

**3. Issuing of Documents**

	Fee * (€)
For each "Documentation paper" or "Certification paper" or "Verification paper" or "Cargo exit permission" and for each requested copy of those	4,60

**CHAPTER D'****1. Storage****a. Import/Export and road transit merchandise vehicles**

Per day of storage and unit:

Days	Charge * ( € )		
	Weight up to 3 tons (includes motorcycles and tricycles)	Weight between 3 and 10 tons	Weight more than 10 tons
1-2	1,822	5,467	5,741
3-5	5,920	17,743	18,631
6-10	11,100	33,279	34,943
11-20	22,201	66,557	69,885
21-	44,402	132,980	139,629

The storage charges for vehicles of more than 80 tones or that require special handling a service contract is undertaken.

**b. Transshipment Vehicles**

Per day per unit:

Days	Charge * ( € )	
	Weight up to 3 tones (includes motorcycles and tricycles)	Over 3 tons
1-7	0,000	0,000
8-15	1,822	5,467
16-20	3,795	11,374
21-	5,693	17,066

**Discounts**

For bicycles without motor (imported or transshipment), 30% discount on the respective storage tariff.

**2. Charge for stay of wheeled transportation means in the port zone**

Trucks for international transport (TIR), trucks, lorries, etc. means of transport, loaded or empty, entering the premises of the Port areas of Piraeus Port, for the loading and unloading

of goods or for any other reason and staying in the area for more than one (1) day are charged with the following charges:

Days	Charge (€) per day or part thereof and unit
0-1	-
2-20	12,075
21-	24,150

This provision also applies to machinery (MAFI and so on) which remain in the port area and belong to shipping companies if they remain more than one day. Excluded are charges of one t.u.g.master for each liner company.

### **III. METHOD AND CALCULATION BASED COMPENSATION**

#### **A. REGULAR CHARGES**

The regular charges include:

- a. the workers' wages for loading and unloading vehicles
- b. the use machinery (except crane and crane over 8 tons), for loading and unloading vehicles
- c. the supervision and coordination of all operations
- d. the weight of the loaded vehicle transport means
- e. the classification of vehicles per destination and manufacturing company.

#### **The method and basis of calculation of fees are as follows:**

1. Fees for shipboard work per unit shall be calculated on a minimum of 50 units and handling loads of up to 3 tons per ship, irrespective of their type (import, transit and transshipment). No movement limit applies to vehicles exceeding 3 tons. In the case of ships loaded with heavy and light vehicles, the minimum limit shall be calculated for all vehicles, while in the case of a ship with a mixed load (vehicles, general cargo, containers), the minimum of 50 movements shall be applied on the basis of the total number of pieces of cargo. In the case that the realized moves are below the minimum number, the remaining - up to the minimum number of movements - will be paid EUR 12 per move.

In the event that a ship carries cargo for two or more agencies and the sum of the moves effected is less than the minimum number, the fee referred to in the preceding paragraph shall be calculated and paid for any movements remaining to the minimum threshold and borne by the agencies distributed inversely proportional to their movements.

Movements to meet the minimum threshold are not counted towards the application of scale tariff for transshipment.

2. When the transport means carry containers, the per container charges provided for in the Tariff no 3 for the loading/unloading of containers from to RORO ships applies.

3. For the implementation of the transshipment scale tariff, a necessary condition is the indication as transshipment cargo in the import declaration or in an administrative document to be deposited no later than the following working day after completion of the landing.

4. Loaded wheeled transportation means will be charged based on their gross weight and cargo declaration for the loading and unloading charges. The handling-storages of the cargo the carry will be charged based on the relevant tariff. The loading/discharging of empty wheeled transport means / tools will be invoiced at 2,5 € per wheeled transport mean/tool”

5. Cargo lots containing minimum 50 second hand vehicles will have an additional levy on the second hand vehicles of 30% on top of the relevant charges per unit for the loading/discharging works of merchandise vehicles of Chapter A.

6. Vehicles with crawlers are levied with 100% on the relevant cargo handling charges.

#### **B. ADDITIONAL WORKS**

Additional works are provided upon request of interested parties.

**Sorting:** Charged at the relevant fee per vehicle.

**Shifting on board or via the quay or the waterfront:** The relevant charge is applied per vehicle

**Categorization:** Placing of vehicles at the yard of the car terminal with criteria the destination,

the manufacturer and model is provided free of charge. Categorization by more than the above criteria, where possible, is charged with the relevant tariff.

**Provision of Technical Support:** The employment of technician to handle with urgent problems that arise during the loading and unloading (eg battery charge, fueling, rehabilitation small damages, etc.) is charge per hour of employment or a part thereof.

### **C. OTHER CHARGES**

1. Fraction of hour not exceeding 30' minutes (on all delays) is not charged. Fraction greater than 30 ' minutes is considered as a whole hour.

2. Charges for delays or cancellations are calculated based on the average basic wage of the worker of PPA SA, defined in the Collective Bargaining Agreement including charges (regular bonuses, overtime, night work, holiday work, employer contributions, etc.).

3. For delays or cancellations of vehicle loading/unloading a 50% discount applies in case of responsibility of a third party or force majeure.

The same applies in cases of delay or cancellation of loading/unloading of vehicles due to extreme weather conditions, which have been forecasted and announced officially, if the debtor -until the planning of the operations has not objected.

In case of an objection to the planning of work, given the preliminary announcement of extreme weather conditions, PPA -in its sole discretion- is entitled, to plan cargo operations, relieving the debtor from paying charges for delay / cancellation, and to order the ship to shift (Article 5 of the Rules and Tariffs Rights for ships) or change the order of service, in order not to impede the smooth operation of the port.

Apart from this exemption, the debtor is not entitled to raise any further claim for the same reason against PPA.

Time of delay is irrevocably decided by the suitable administrative Body of PPA, whose decision is binding on the parties.

4. The master or the legal representative or the agent of the ship at berth whereby the loading and unloading work is still in progress shall be obliged, upon prompt notification by the competent authority of the PPA, to execute the provisions of paragraph 3 of Article 5 of the Rules of Procedure and Tariffs (KTEFM / PPA SA) and make small movements at least one (1) hour before the commencement of the work of the regular or extraordinary shifts, in order to avoid delaying or canceling the berthing of another ship expected.

5. In order to avoid delaying or canceling the scheduled cargo handling, the following shall apply:

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

In case of non-compliance, the master, or his legal representative, or the ship's shipping agent, bear the corresponding to the delay or cancellation of time, expense, for all the workers that have been assigned to another ship (hull and waterfront) and loader handling operators.

b. In cases where two ships are serviced by the same gang, or when the end of operations of a ship coincides with the start of work of another waiting for berthing the ship at berth shall be removed from the quay of the port, leaving it free (1) hour after the completion of its loading and unloading operations, and the ship in detention 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 start of operations of the next ship shall not be charged, provided it does not exceed two (2) hours.

After 2 hours, the charge for the delay or cancellation is calculated in its entirety and is levied on the master, or legal representative, or ship agent, which has completed works (: departing from the quay or starting work) exceeding the time limit of one hour.

Note:

Where this paragraph, the provision stating: "Fraction of time that does not exceed 30 minutes (out of delays) is free of charge" (see .: METHOD AND BASE FEES - OTHER CHARGES) does not apply when calculating the time of removal of the ship from the quay or the beginning of the loading / unloading operations.

**D. STORAGE CHARGES**

1. For merchandise vehicles, storage charges shall be calculated for each day of stay and per unit, from the day of (including) landing.
2. Vehicles weighing up to 3 tons but exceeding 5.4 meters in length shall be charged with the storage charges applicable to vehicles over 3 tons.
3. Merchandise vehicles weighing more than 3 tons, with a length exceeding 15 meters, shall be subject to the corresponding storage charges per 15 meters indivisible.
4. Bicycles (motorcycles and bicycles) which are not self-moving but are packaged in boxes or pallets are subject to the Tariff of temporary storage of general cargo.
5. No storage charges are paid during the strike days of the staff of PPA provided that the goods are received within a reasonable time after the end of the strikes. The reasonable period of time shall be determined by decision of the Managing Director, taking account the existing conditions.
6. For transshipment vehicles, free storage is set to 7 days from the date of unloading.
7. For the purpose of implementing the scale tariff for transshipment vehicles a prerequisite shall be an indication which identifies them as transshipment cargo in the import declaration or in a corrective document which will be filed not later than the working day following the completion of the unloading. Characterization of cargo as transshipment with a corrective document deposited after the above deadline is not taken into account for the calculation of storage fees.
8. Transit vehicles are charged with the same storage charges as for import vehicles.

**IV. RESPONSIBLE FOR PAYMENT – TIME TO PAY**

The following bear the obligation to pay the charges for the above works:

1. The shipowner or person with operational responsibility of the ship or the managing company or shipping company on whose behalf the vehicles are transported or the agent representing them, for the value of the cargo handling charges, the transit rights and other charges.
2. The consignee or other beneficiary (shipping agent, shipper, etc.) for storage charges and the ISPS Code charge
3. The applicant for the execution of additional work.

The charges resulting from this tariff are paid as follows:

- a. The fees for unloading, loading, transit, cargo handling and any additional work:
  - before performing any billable load or additional work. Clearance of the advance payment within thirty (30) days from the date of issuance of the invoice. In case of non-payment of the advance payment, the payment of the invoice will be made one day from its issuance.
- b. Storage charges and charge of ISPS Code:  
prior to their delivery to the beneficiary at the time of filing the «Exit Permit».
- c. Other charges:
  - when clearing the ship's file. For works performed on the ship, the settlement of the relevant invoices-advance payments is carried out within thirty (30) days from the date of their issuance. In case of non-payment of the required advance payment, the entire debt becomes immediately due the day after the issuance of the relevant invoice.

As an exception, the vehicles received may be delivered "on credit", provided that the recipient or other beneficiary, upon request, has deposited a sum of money with the PPA as a guarantee for the settlement of the invoice at the latest within opening hours of the next working day. The amount of the deposited amount in the account at any time will be determined by the PPA for each client separately based on the average daily value of storage charges and additional work of the last quarter and in any case, it will not be less than € 1500.

In the event that there are no transactions for any month within the last quarter for the calculation of the average, the transactions of the most recent three months of the current financial year will be taken into account.

In the event that the PPA is obliged to use the guarantee because the recipient or other beneficiary did not settle the invoice within the above stipulated time limits, any balance of the account amount is returned to the recipient. In addition, it is not allowed in the future to deliver wheeled vehicles "on credit" to the consignee in question.