



**TARIFF 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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## **CONTENTS**

Abbreviations

Definitions

### **I. INVOICE**

#### **A´ CHAPTER: Containers (Up)loading Works**

##### **I. Regular Fess**

1. Fees for all types of vessels, except from RO/RO
2. Fees for RO/RO
3. Fees scale for Transshipment depending on annual movement
4. Lashing-Unlashing
5. I.S.P.S. Code Tax

##### **II. Discount – Increments**

1. Discount
  - a. (Up)loading of loaded Transit Containers that are transferred by Ro-Ro
2. Increments
  - a. Loaded containers with sewage and dangerous loads etc.
  - b. Loaded Containers with rest categories dangerous loads
  - c. On discrepancies between declared and finally (up)loaded containers.
  - d. RO-RO

#### **B´ CHAPTER: Extra Works on Board and Quay**

1. Sorting after Interested Party Order με Εντολή Ενδιαφερόμενου
2. Shifting of Containers or Support Frames of Containers or Iron Depositions Bases of Containers:
  - a. On board
  - b. Through Quay
  - c. From Place to Place or from Warehouse to Warehouse
3. Delivery/ Receipt from Terminal to Terminal
4. Evacuation of Containers with:
  - a. Direct Delivery on Quay
  - b. Indirect Delivery through Warehouse
  - c. Evacuation of Containers and Content Receipt in time less than the regular
5. Filling of Containers with
  - a. Direct Delivery on Quay

- b. Indirect Delivery through Warehouse
- c. Filling of load
- 6. Opening – Closure of Ship Hulls.
- 7. Sampling Customs Control of Containers Content.
- 8. Usage of Leak Collection Basin
- 9. Power Supply to Containers-Fridges
- 10. Disconnections – Reconnections of Refrigeration Machines to Containers and supervision
- 11. Evacuation or Filling of Containers – Fridges or Frames of Containers with Refrigerating Machines.
- 12. Weighting of Containers

C` CHAPTER: Rest Charges

- 1. Inaction of PCT Facilities
- 2. Delays of Containers
- 3. Cancellations of Containers
- 4. Delays – Filing Cancellations – Evacuations of Containers
- 5. Charge for Documents Issue

D` CHAPTER: Storage Rights of Temporary Storing

- 1. Import Loaded
- 2. Export Loaded
- 3. Empty
- 4. Loaded Transshipment
- 5. Empty Transshipment
- 6. Loaded Containers with µε Explosives, Radioactives etc.

**II. METHOD AND BASIS OF FEES CALCULATION**

- A. Regular Fees
- B. Extra Works
- C. Rest Charges
- D. Storages

**III.OBLIGATORS AND TIME OF FEES PAYMENT**

**IV. APPENDIXES**

- I. Invoice of Delays/Cancellations/of Evacuation-Filling works of Containers.
- II. Classification of Dangerous Load on basis of IMDG Code

## **ABBREVIATIONS**

C	Containers
PCT	Container Terminal
G/C	Gantry 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 PCT facilities** θεωρείται η μη εκτέλεση από τον Ο.Λ.Π. προγραμματισμένης εργασίας λόγω αυθαίρετης παραμονής του πλοίου, μετά το πέρας των εργασιών φορτοεκφόρτωσης του.
2. **Direct delivery of Container** is the direct delivery of the container with receiver's mean of transportation, without landing on quay.
3. **Direct delivery of container's content**, is the direct delivery of container's content at receiver's mean of transport.
4. **Opening – closure of ships' frames hulls.**  
The transportation work (movement) from ships' hulls to the quay (opening) and vice versa (closure).
5. **Sewage**  
Packaged sewage, dangerous sewage, and mixed sewage which are defined, classified, packaged and transferred, according to the provisions of the Regulation EE 1013/2006 regarding cross – border sewage, as it applies each time.
6. **Gantry Crane Performance** is the total number of (up)loading, transportation and opening – closure of ships' frames hulls, that a working group realized in the context of a prison work.
7. **Disconnection – Reconnection of refrigerate machines**  
The removal and reassignment of the refrigerate machine from/to container fridges.
8. **Ordinated delivery of merchandises**  
Έγγραφο το οποίο επιτρέπει την παράδοση, σε κατονομαζόμενο πρόσωπο, των εμπορευμάτων που βρίσκονται στην κατοχή τρίτου.  
Η προσκόμισή του στην Υπηρεσία από τον κάτοχο ή τον νομίμως εξουσιοδοτημένο εκπρόσωπό του επέχει και ρόλο αίτησης παράδοσης του εμπορεύματος.
9. **Declared Containers**  
The number of containers that are included in the load declaration of the ship.
10. **Through quay**  
(Up)loading of containers to/from ship, to which landing of the container on the quay mediates.
11. **Dimensions of container**  
The accurate number of the length, type and height of container as mentioned at the international ISO codes.
12. **Evacuation of containers**  
The evacuation of container from its load.

13. **Indirect delivery of container** is the delivery of the container in receiver's mean of transport after its landing on the quay.
14. **Dangerous of rest categories** are the loads that do not belong to the classes of special form of danger. (see Appendix II)
15. **Dangerous loads**  
Packaged substances, materials and kinds of loads, 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 loads of special form of danger** are the sewage and the loads of the categories 1, 2.1, 3, 4.1, 5.2, 6.1, 6.2, 7 and 8 of the IMDG Code (see Appendix II)
17. **Ship works** are the works that take place at the hull or the deck of the ship (uploading, loading, reloading, lashing – unlashng of container, opening or closure off the ship hulls).
18. **Works on quay** are the delivery, the receipt and the shifting of the container.
19. **Annual movement of transshipment container** is the transportation of a company's container which includes the movements of Gantry Crane and Mobile Crane for (up)loading of transshipment containers that have been realized within a financial year starting on the 1/1 and ending on 31/12.
20. **Delay of work** is the deceleration 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 Gantry Crane or mechanical means** is the uploading, loading, shifting of the container, the opening or closure of the ship's hulls.
  - b. **Movement of transportation means of containers** is the delivery or the receipt or the shifting of containers.
23. **Cabinage of the ship** is the supply of lashing and unlashng 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 Gantry Cranes , in the context of the scheduled work prisons. If the operating time of the Gantry Crane exceeds or is less than the duration time of a work prison, the xtra or less time is calculated as fraction of the work prison.

- 27. Shifting** is the transportation of the container on board or through quay, and its transportation from place to place in PCT area, transportation of the container from one point of the terminal to another.
- 28. Reloading**  
The uploading 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**  
(Up)loading means and transportation of containers which include the Gantry Crane and its special equipment, the Mobile Crane, the RMG, the straddle carrier, the Reach stacker, the forklift, etc.
- 30. Charge unit of the rights** is piece:
- a. **Containers** of international διεθνών specifications, loaded or empty,  
Dimensions up to 20' legs.  
Dimensions over 20' legs.
  - b. **Ships' frame hulls.**
- 31. Shipping company**  
The shipping company term is 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. Filling of container**  
Filling of container with load.
- 34. Stack** is the vertical alignment of containers in stacking order.
- 35. Filling of load**  
The filling of loaded container, which is at PCT area and is going to be loaded on ship , with extra load.
- 36. Mixed loads** are those that are included in the same container and consist of dangerous and no dangerous loads.
- 37. Transit – Transportation**  
The transportation of the container or its content, from abroad country to abroad country, through the port.
- 38. Transshipment**

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

**39. Work (shift) prison**

Predetermined time for continuous work 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.

### A´ Chapter: Containers (up)loading Works

#### I. Regular Fees

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

Unit of charge	Charges in Euro (€)			
	Works on ship Loading / discharge			Works Receipt/Delivery at yard
	Loaded		Empty	Loaded or Empty
Unit	Import	Export		
	132,00	100,00	77,00	36,50

“Unit corresponds to Containers of any size”

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

Unit of charge	Charges in Euro (€)			
	Works on ship Loading / discharge			Works Receipt/Delivery at yard
	Import loaded	Export loaded	Empty	Loaded or Empty
Unit				
	70,50	54,30	41,00	36,50

“Unit corresponds to Containers of any size”

3. For each type of ship serviced in the container port 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	66€
3.501 to 7.000	“	58€
7.001 to 14.000	“	55€
14.001 to 21.000	“	52€
21.001 to 35.000	“	48€
35.001 to 50.000	“	45€
50.001 to 80.000	“	43€
80.001 και άνω	“	41,5€

The pieces regard any size Containers.

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

Unit of Fee Calculation	From 1-1-2011
Per (up)loaded Container of each category.	1,5 €

5. I.S.P.S. Code charge: 10,70 euro for every loaded container of any size, imported or exported.

## II. Discount – Additional Charges

### 1. Discount

It is granted 35% discount for (up)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.	100%	100%
b. For (up)loading of loaded containers including mixed loads or dangerous load of Rest Categories.	50%	50%
c. Ships whose number of unloaded containers, in any part of the PCT facilities.		
i. exceeds 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 u(p)loaded, except on public holidays, was overturned.		
ii. υπολείπεται κατά 10% και άνω του αριθμού των δηλωθέντων, are charged with 20% of the foreseen fee of ship works regarding number of no (up)loaded ones. It is excluded the case of no achievement of the average productivity due to P.P.A. or due to force majeure or extreme weather conditions. The declared for (up)loading include the containers to be shifted.		
d. For the loading or discharging of container from/to RORO ships with the use of PPA machinery the regular charge is increased by 20%.		
e. For container that is required the use of slings or of an elevated device all above charges increase by 30%.		

- f. 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 equal to charge works at yard.

<b>Chapter B: Additional works on ship or at yard</b>	<b>Unit of charge</b>	<b>Amount in €</b>
<p>1. <u>Selection of Containers following request by interested parties:</u></p> <p>The selection – pick, 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 at yard” charge of the current tariff.</p>	Unit	36,50
<p>2. <u>Shifting of containers or support frames or iron storage frames or container toolkits:</u></p> <p>a. <u>At ship</u></p> <p>When the shifting is made with means other than a quay crane is charged with the relevant charge on ship of the current tariff 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 loading condition (loaded or empty).</p>	Unit	66,00
<p>b. <u>Through yard</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>	Unit	132,00
<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 at yard for every container.</p>	Move	36,50
<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	36,50
<p>4. <u>Staffing of Containers:</u></p> <p>Staffing of a loaded container for loading on ship, at the terminal area (Pier I)</p>		50,00

	For every container opening	
<p>5. <u>Opening and closing of hatches</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>	Unit	76,00
<p>6. <u>Sampling inspection or opening of container</u></p> <p>Opening of a container at the request of the person concerned.</p>	Unit	24,00
<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>	Unit Unit Unit Unit Unit	56,00 170,00 133,50 97,00 56,50
<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	60,00
<p>9. <u>Electricity supply for reefer containers</u></p> <p>a. 20ft containers</p>	For every 24h or part thereof	14,00
<p>b. Containers of more than 20ft</p>		18,50

10. <u>10. Disconnection or reconnection of reefer containers (regardless of dimensions) and monitoring (3 times per day)</u>	Per container per day	8,20
11. <u>PTI (Pre-Trip Inspection) of reefer container</u>	Unit	18,00
12. <u>Stripping or staffing of reefer container or storage basins with refrigeration equipment.</u>	Unit	30,00
13. <u>Weighing of containers</u> (includes administration costs) I. Weighing of loaded container	Unit	13,00
III. Weighing of VGM container prior to port entrance	Unit	8,00
II. Weighing of Non VGM container prior to port entrance	Unit	12,00
14. Use of Reach Stacker	Unit	56,00
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 SEP SA terminal to PPA SA terminal for the use of exit gate	transit	56,80

## **C Chapter: Other Charges**

### **1. Inaction of PCT Facilities**

Per inaction hour € 670 per Γ/Γ

### **2. Delays of containers (up)loading works.**

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

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

### **3. Cancellations of containers (up)loading works.**

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

- All of ships, exempt from RO/RO ships, € 3.597 per prison work
- RO/RO ships, € 900

### **4. Delays – cancellations of filing – evacuation of containers**

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

### **5. Invoice of documents issue**

Per page of the copy of the application «Certification» or «Confirmation Act» ή «Act of Verification» or «Merchandises exit License» is charged the amount of € 3,30.

D´ CHAPTER – Storages : the charges are per piece per stay day

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

**1. Import loaded**

Storage days	20´ (€)	Other dimensions (€)
1-2	-	-
3-10	7,54	15,08
11-20	11,32	22,64
21-	16,97	33,94

**2. Export loaded**

Storage days	20´ (€)	Other dimensions (€)
1-7	-	
8-10	7,54	15,08
11-20	11,32	22,64
21-	16,97	33,94

**3. Empty**

Storage days	20´ (€)	Other dimensions (€)
1-2	-	
3-10	1,37	2,74
11-20	3,99	7,98
21-	7,98	15,96

**4. TRANSSHIPMENT LOADED**

**Stay Days**

	20´
1-15	-
16-30	0,84 EURO
31-	2,5 EURO

**5. TRANSSHIPMENT EMPTY**

**Stay Days**

	20´
1-15	-
16-30	0,34 EURO
31-	1 EURO

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

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

b. Transshipment containers with content of explosives-radioactive-flammable wastes and other dangerous cargo mixed or not with other cargo

<b>Storage days</b>	<b>20' (€)</b>	<b>Other dimensions (€)</b>
<b>1-7</b>	-	-
<b>8-15</b>	120,00	152,00
<b>16 and above</b>	180,00	228,00

## II. METHOD AND BASIS OF FEES CALCULATION

### A. REGULAR FEES

Regular fees include:

- a. Wages of workers
- b. Supervision
- c. Usage of Gantry Cranes or Mobile Crane and only for on board works
- d. Usage of the (up)loading means and machines for containers traffic
- e. Usage of means of promoting containers
- f. Usage of special devices that are attached on the spreader of the Gantry 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 PCT facilities are calculated and paid for minimum number of (up)loading 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 (up)loaded from one ship containers are less than **80**, for the remaining - until reach of the minimum- number are calculated and paid the applicable fees for empty containers.

- b. For the calculation of the minimum number of the (up)loaded containers , for ships whose loads were served by a work group, the movements that were realized 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 (up)loaded containers of the ship whose load was served at the same Gantry Crane prison work group, after the completion of other’s ship works, to the (up)loaded from ship containers are added the containers of the previous ship that was served during the same Gantry Crane prison.

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 foreseen charges for reaching of the minimum number of the (up)loaded containers are not charged, in cases that the declared movements are less than this number, under the condition that other (up)loading work for this prison work has not been scheduled and that their (up)loading will take place within the time limits of the regular prison works (shifts) of working days<sup>0</sup>
2. Special form of danger loads are the sewage and the loads that are classified in risk 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. PPS keeps the right to execute by himself and with its own mechanic means the (up)loading works of containers on RO-RO ships.
  4. The foreseen 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 reloading to land means of transport and vice versa) the invoice of import during uploading or loading and storage applies.
  7. a. The container fridges, which are (up)loaded from or to ships, regardless if they bring embodied refrigerate machines, pay the foreseen fees for on board and quay works.  

The (up)loading of the refrigerate machines which move in container frames are charged with the charges that are foreseen 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  

For per movement it is charged the applicable fee for on board works.
    - c. Transshipment traffic of containers  

The foreseen invoices apply on containers that are uploaded from abroad ships and reloaded to ships (through quay) for abroad port or internal destination port and vice versa, without any interfere 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 movement of every shipping company.

It is clarified that the scaled charge that is foreseen at paragraph 3 of Chapter A' case I, is exhausted at the number of movements per scale.

The number of containers that are reloaded by gantry crane or mobile crane , and the hulls opening and closure movements, toolboxes, are not counted to the movements of the (up)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 admeasured to 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 subjected to special invoice of Big Customers, are counted from 1/1/2012, at their total annual container traffic and the invoicing is according the applicable for them 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.

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

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 loads 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 PCT operating needs, following a decision by the relevant Director.

Exceptionally, containers with explosive or radioactive loads or 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.

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 PCT by requesting the interested parties and producing a document of 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 bank 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 and the two categories of containers, following the prior approval of the Station 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 (up)loaded containers from / to each container ship, regardless of whether the work was carried out with the staff of the PPA or the ship.

## **B. ADDITIONAL SERVICES**

### **1. Works on Container fridges**

- a. for power supply, 24hour is calculated from 00.00.00 (time), until 23.59.59 (time) της of the same day. Fraction of the 24hour is calculated as whole 24hour.
- 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) Containers – Fridges.

### **2. Receipt/delivery of containers from terminal to terminal**

They are exempt from the payment of the foreseen fee :

- a. The uploaded containers at PPA terminal, as long as they have been declared as deliverable to other terminal at Uploading List, that has been submitted before its arrival.
- b. The uploaded 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. Evacuation – Filling of containers/Load completion**

The indirect evacuation or filling works are provided at G3 Management.

The direct evacuation of containers at PCT area is possible, only if it does not exceed the duration of a work prison (shift).

Per each direct evacuation or direct filling of container at PCT area, it is paid the following fee:

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

3<sup>a</sup>. In case of evacuation or filling of containers with household appliances, discount 50% on the foreseen fess is granted.

#### ***Load completion***

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

### **4. Procedure of management of overweight containers**

- a. Works of Partial Direct Evacuation of Overweight container
  - up to 5 tons : 50 €
  - from 5-10 tons : 100 €
- b. Transfer of the overweight container to the PCT SA evacuation storage after applicant's application : 83 €

### **C. REST CHARGES**

1. Ships that have parabled on the quays of the Container Terminal and have completed their (up)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 Station's facilities, provided that:

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

This compensation is charged for each hour of delay and if the ship it expects is scheduled to be served by a gantry crane.

If the expected ship 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 Service as follows:

- a. after completing the first delay hour, the ship is charged with the foreseen 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 the PCT 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 foreseen in 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 prison work (shift), the free time is 60 minutes.
  3. The master or the legal representative or the shipping agent of the ship in parable, in which the loading and unloading work is still in progress, shall be obliged - upon timely notification by the competent authority of the PPA - to carry out the required small movements at least one (1) hour before the start of the work of regular or extraordinary prisons, in order to avoid delaying or canceling the parable of another ship expects for this purpose.

In case of non-compliance, apart from the foreseen 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 uploading work of ship which waits, the following apply:

- a. The parable 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 foreseen compensation, shall also bear

the expense corresponding to the time of delay or cancellation for all available 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 in parable, the parable 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 foresees: "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 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 foreseen 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 his absolute discretion, to planning 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 buildings rights in the PPA port area) or change its service order in order not to prevent the smooth execution of the work.

In addition to this exemption, no other claim is entitled to claim for the same cause by the obligator 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 it is provided exemption from the payment of the foreseen rights, if they are carried out per prison work, the following - on average – minimum number of containers movements:

Per Gantry Crane S.P.P : 150 movements

Per Gantry Crane P.P. :130 movements

Per Mobile Crane : 80 movements

When it is required by reasons of a more efficient operation of PCT, exemption from the payment of the foreseen rights shall be granted provided that:

- a. The delay did not induce a reversal 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 movements which is for (un)loaded per ship containers (80 with Gantry Crane or 60 with Mobile Crane) that took place within the scheduled prison work (shift).
7. The above foreseen 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 the territory to the site of the PPA SA Station including this, per day of stay and 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 evacuated (evacuation 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 evacuated containers, the Invoice for the temporary storage of empty containers upon their entry into the PCT.
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 fridges-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 by PCT of containers, 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 in Saturday

Up to 7 days, for loaded containers with domestic load to be exported.

Up to 15 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, 16th and 8th day of unloading or entry into the PCT 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 foreseen invoice for domestic products to be exported.
11. Empty containers entering the site of the Station 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 trans-shipment 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 Station' storage facilities for more than 90 days from the date of unloading or entering the 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 evacuated 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 Station, in order to take place their payment, storage rights of loaded container 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, at 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 newsletters, and the extra works for container fridges.
- b. The loader or the receiver or the person that represents them at the payment of the regular rights for quay works and for ISPS Code tax.
- c. The applicant who applies for execution of extra works.
- d. The receiver or other beneficiary for storage rights of ISPS Code tax.

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

- Before the execution of per invoiced work.
- Regarding storages:
  - Upon the submission of the «Receipt Application» or 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 the 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 may 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 the PPA is obliged to use the guarantee because the recipient or other beneficiary did not settle the invoice within the above-mentioned time limits, 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 (up)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 ACCORDINT TO IMDG Code

#### Dangerous Load:

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:

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