



TARIFF No 5

**PORT USE AND
SERVICES TO
PASSENGERS**

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

17-4-2018

I. TARIFF FOR PORT USE AND SERVICES FOR PASSENGERS' LUGGAGE

CHAPTER A' – REGULAR FEES

- a. **Use of port** from passengers that embark or disembark on/from ships on domestic routes as well as cruise and Ropax abroad ships.

Passenger type	Charge unit	Fee in €	
		1/4/2012	As of 1/1/2020
Passengers abroad	passenger	0,65	0,80
Passenger type	Charge unit	1/4/2011	1/4/2012
Passengers from/to domestic ports	»	0,60	0,65
Passengers of Saronic coastal routes	»	0,15	0,16
Urban connection passengers of less than 7 miles	»	0,04	0,043

- b. **Passenger luggage handling** for every passenger that embarks or disembarks from/to cruise & Ropax abroad ships.

Luggage handling	Charge unit	Fee in €	Fee in €
		01/04/2012	01/01/2020
Passenger luggage handling (at ship and quay)	passenger	8,50	10,50

- c. **Use of control systems for passengers and luggage**

Charge unit	Fee in €	Fee in €
	01/04/2012	01/01/2020
Passenger	2,50	3,00

Discounts - Exemptions

Discounts

- a. Children between (4) and up to 12 years of age: 50%
- b. Students: 50%
- c. Passengers to economically unsustainable routes (as per relevant legislation): 50%

The above discounts b and c apply to domestic route passengers.

Exemptions

- a. Children up to (4) years of age.
- b. Soldiers of Greek Armed Forces, if their tickets are issued via lists.
- c. People participating in excursions within the country organized by Organismos Ergatikis Estias and Seamen House (Estia Naftikon).
- d. People with disabilities.
- e. Large families (4 children or more)
- f. Truck drivers if they are not obliged to pay ticket.

The above b, c, d, e and f exemptions apply only to passengers of domestic coastal routes.

CHAPTER B : ADDITIONAL WORKS

Provision of buses, workers or mechanical means upon request		Charge (€)
1.	For the provision of buses, beyond the ones scheduled by the competent department: a. 7hours indivisible rent for every bus and b. b. driver's wage	200,00 According to paragraph II. B.
2.	For every worker's disposal on behalf of shipping agencies the 7hour wage is paid	According to paragraph II. B.
3.	For the disposal of the electronic trolley for luggage transportation, there is an hourly charge with a minimum of two hours charge (including the fee for the operator).	45,00
4.	For the disposal of mechanical means (forklifts , etc.) , there is an hourly machine charge, according to the Mechanical Means and Tools Tariff of the PPA SA.	
5.	The mechanical means available to interested parties on request are charged according to the present "Tariff No5 – Port Use and Services to Passengers" and the "Mechanical Means and Tools Tariff of the PPA SA" in which there is also a reference for the surcharges during excepted days and during the night shift	

CHAPTER C : OTHER CHARGES

1. Delays-Cancellations

a. Delays

For each worker and stevedoring machine operator during a working shift.	Payment in €	
	Working Day (Monday – Saturday)	Excluded Day and Sunday
Any time of the 24 hours	33	55

* Charging unit is the hour

b. Cancellations

For each programmed worker and stevedoring machine operator	Payment* in €	
	Working Day (Monday – Saturday)	Excluded Day and Sunday
	160	230

*Charging unit is the 7hours

2. Free Internet Access Service Leasing (hotspot): 150 € / month

CHAPTER D'

LOADING CHARGES FOR FOOD SUPPLIES WITH LAND TRANSPORT MEANS TO SPECIFIC AREAS ON SHIPS

Type of Work	Charge Unit	Charge (€) As from 1/4/2011	Charge (€) As from 1/1/2020
a. Loading of food supplies in 20'-containers or closed-type trucks of corresponding dimension	Unit (Container or truck)	420,00	460,00
b. Loading of food supplies in 40'-containers or closed-type trucks of corresponding dimension.	Unit (Container or truck)	600,00	660,00
c. Loading of food supplies not grouped, with usual conventional packaging (boxes, parcels, pallets etc.).	Tone	40,00	45,00

II. METHOD AND BASIS FOR CHARGES' CALCULATION

A. REGULAR FEES

The regular fees include:

- a. The workers' fee.
- b. The supervision and monitoring.
- c. The use of stevedoring appliances, means and machines (ladders/scale, cranes for the assembly and the detachment of ladders/scales, programmed buses for passengers' service, as well as their drivers).
- d. The charge for administration and operating expenses of the port, by an amount/percentage proportional to the work.

Method and basis for calculating fees:

1. The fees for port use are calculated per passenger who:
 - Embarks or disembarks from a ship that performs routes inside or outside the country
 - Embarks on or disembarks from a cruise and Ropax abroad ship
 - Disembarks or not, and embarks on a cruise or Ropax abroad ship and departs with the same ship (TRANSIT passengers)
2. Fees for passengers' luggage are imposed for the provision, by PPA, of staff and means for the transportation of luggage from the ships' central reception area (RECEPTION) at the checkpoint on the waterfront and back.

The charge is calculated per passenger who disembarks from or embarks on a cruise or Ropax abroad ship, regardless of the number of (luggage) pieces and despite the fact that passenger may not carry luggage.

In case there is no staff allocation there is a 50% discount to the charge.

3. The fee for the use of passenger control systems is calculated for the total number of cruise or Ropax abroad passengers entering the passengers' terminals .

4. People that embark/ disembark on/from non-cruise or Ropax abroad ships and use the abroad passenger terminals of PPS SA, are charged with the regular fees of the present Tariff. In this case the minimum fee is not imposed.

5. The planning and allocation of staff and means are made exclusively by the PPA SA, depending on the stated number of passengers and the specific position of the ship.

6. There is a minimum fee of 600 € per vessel for the embarkation/disembarkation of passengers using the abroad passengers terminals, which is paid in every case and after the discounts have been calculated.

7. Passengers of cruise and Ropax abroad ships that remain berthed for more than 24 hours are charged for their transit passages for every 24 hours with the use of port charge and use of control systems. The 24 hour period is calculated on an hourly basis and not on a calendar basis.

8. The passengers of ships that make daily cruises in the Saronic Bay, without the allocation of staff and means by PPA SA, are classified in the price category of passengers who have as destination ports in the Saronic Bay.

9. The collection of regular fees is delegated/entrusted to authorized third parties (ship-owners, shipping consortia and general agents of vessels).

10. Exemptions and discounts on port use fees by passengers and luggage transportation fees, apply only to the cases mentioned in the present Tariff..

11. The above mentioned discount to passengers travelling to remote ports, identified as barren line (unprofitable ship lines), is calculated on the basic port use fee applicable for the particular destination. If more than one discount is provided, only the one will be given.

12. If two or more discounts apply on the same pricing case, then the sum of the discounts is imposed, which however cannot exceed the 50% level of discount.

B. FEES FOR ADDITIONAL OPERATIONS

The fees for the staff disposed upon request by interested parties, are the following:

a. Charge for full shift:

For each worker or driver	Payment in €	
	Working Day (Monday-Saturday)	Excluded day and Sunday
For every 7hours	160,00	230,00

b. Hourly charge for shift extension:

For each worker or driver	Payment in €	
	Working Day (Monday-Saturday)	Excluded day and Sunday
For every hour after the 7 hours	33	55

C. OTHER CHARGES

1. Delayed arrival of a cruise ship leads to her complete charge with all the expenses mentioned in Chapter C-paragraph 1 of this tariff for all the programmed workers, mechanical means' operators and bus drivers. As "arrival time" of the cruise ship we consider the time stated in the official Workers' Disposal and Work Starting request made by the representative of the ship.

2. Time which does not exceed 30 minutes (total sum of small delays) is not charged. Time greater than 30 minutes is calculated as an hour.

3. Cancellation of scheduled cruise ship arrival entails charges stated in Chapter C-paragraph 2 of this tariff.

4. The berthed ship is obligated to depart/remove from the quay, at the latest within one (1) hour from the declared departure time, to avoid causing delay or cancellation for other ships' planned berthing.

In case of non-compliance, the master of the ship or the ship's legal representative or agent, is charged with all the expenses – based on the time of delay or cancellation - made for staff scheduled to work for the ship that is waiting to berth.

5. In case of delay or cancellation of work caused by a third party (e.g. Pilotage Service), force majeure or extreme weather conditions, a 50% discount is granted on the relevant charges.

6. Extra work is the work after the completion of the shift, which lasts seven hours and thirty minutes.

Time not exceeding 15 minutes is free of charge. Time more than 15 minutes is calculated as an hour.

D. FOOD AND SUPPLIES LOADING FEES

a. These fees include:

- The fees for the disposed staff any day and time.
- The supervision and monitoring of the services.

b. The fees do not include the use of cargo handling equipment, means or machines, which are charged based on the “Mechanical Means and Tools Tariff of the PPA SA”

c. The fees are calculated per unit ie. container or truck, for the whole quantity of supplies moving within the container or closed-type truck of corresponding dimension, or per ton for items with conventional packaging (boxes, parcels, etc.). These fees concern the transportation of the supplies to the specific reception area of the ship.

III. PARTIES LIABLE FOR PAYMENT - TIME AND METHOD FOR PAYMENT

A. Parties liable for payment

The fees set out in this tariff concern the ship and are paid to PPA SA by the owner of the ship, the captain, the ship operator, the shipping consortia or the representative shipping agent.

In a case of time-chartered ships, all the obligations and responsibilities of shipowners arising from this tariff, are transferred to the charterer of the vessel, provided that the owner -with the launch of charter- has submitted a declaration to PPA SA stating the charterer and duration of the charter.

In case of failure of the ship-owner to submit this declaration, the ship and the charterer remain jointly liable towards the PPA SA, for the payment of fees.

The fees for additional work, other charges and charges for the loading of food supplies, are payable by the applicant.

B. Time and way for payment and submission of supporting documents

1. Ship owners, ship operators, shipping consortia, general agents of ships entrusted with the collection of normal fees of this tariff on behalf of the PPA SA, are obliged to return the received funds for each month within the second month after the collection month.
2. a) The submission of the record for the cruise ships' passengers takes place five (5) working days at the latest, after the use of port's facilities.
b) The submission of the monthly coastal passenger traffic data takes place within the first three (3) working days of the following month.
3. The data are presented/captured on monthly statements with detailed reporting of the daily routes for each ship with the corresponding number of embarking and disembarking passengers, and clear reference to cases subject to discounts or exemptions, as provided for by this tariff.
4. These statements/lists will be signed by the person who is committed by the company or shipping consortia - in accordance with the current company's statute, a copy of which will be adduced to PPA SA in any case of change - which collected the fees and must return the collected amount.
5. The data of these statements are compared/crosschecked with those of PPA SA, the Port Authority and the company. If the comparison detected omission or incomplete payment of fees, which according to the provisions of this tariff must be returned to the PPA SA, the difference is confirmed and charged twice.
6. In order to verify the normal fees and their collection, as well as the timely return of these fees is possible to perform - by decision of the PPA's Managing Director or General Manager –spot checking of the relevant documents, which the third parties are required to maintain in record for at least 5 years following their issuance and make available for the designated inspection bodies of PPA SA. These documents should include every element supporting which could help the performing checking, such as coupons of issued tickets, summary statements for each trip, definitive liquidation accounts of transactions between ship-owners and agents, invoices and any other document or software.

7. According to Article No14 of the " Regulation of Financial Management of PPA SA" in favor of the third parties entrusted with the collection of the fees specified in this tariff, a commission is defined on the returned amounts as follows:

For the fees for embarking/disembarking passengers on domestic routes: 2% on the paid amount.

The above commission is increased by 3% on the paid amount, if the payment is made in whole in one payment and within the time limit specified in paragraph 1 above.

8. The commissions are paid to beneficiaries after the payment of the PPA SA invoices and within 2 months of the issue of the relevant invoice.

9. Fees for additional work, other fees and charges for the loading of food supplies, are paid by the applicant within 10 days from the date that the relevant invoice is officially delivered.

10. Exceptionally, in the case of passenger on RoPax ships where the collection of fees has not been assigned, the persons responsible for the payment of the fees for the above provided works are:

1. The shipowner or the person who has the operational responsibility of the ship or the management company or shipping company on whose behalf the vehicles are transferred or the shipping agent representing them, each one for the full value individually of the loading and unloading operations, the transit rights, the other charges.

2. The consignee or other beneficiary (shipping agent, shipper, etc.) for storage rights and the ISPS Code fee

3. The applicant for the execution of additional work.

It is explicitly clarified that in the case of RoPax passenger ships abroad the provisions of par. 6 do not apply even when the passenger stations of the PPA as well as par. 7 and 9 of the normal fees of this Regulation are not used.

11. In the case of RoPax vessels of foreign origin, fees for passenger charges, surcharges, other charges, ISPS charges and charges for loading supplies are paid before each invoicing is completed. For the unscheduled charges accrued during the clearance of the file.