



TARIFF No 1

PROVISION OF WORKS FOR

**LOADING - UNLOADING
TRANSPORTATION
AND
STORAGE
OF GENERAL GOODS**

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CONTENTS

DEFINITIONS

I. TARIFF

A´ CHAPTER: Loading-unloading works on general goods

1. Regular charges
2. Discounts
3. Surcharges

B´ CHAPTER: Additional works on vessel and quay

1. Sorting
2. Weighing
3. Shifting
 - α. On the vessel
 - β. Through quay
 - γ. From place to place or from warehouse to warehouse
4. Classification

C´ CHAPTER: Other Charges

1. Delays
2. Cancellations
3. Charges of Unscheduled Work
4. Charges on Demand
5. Special charges

D´ CHAPTER: Storage Charges of Temporary Storage

II. METHOD AND BASIS OF CALCULATION OF CHARGES

III. PARTIES LIABLE FOR PAYMENT AND TIME OF PAYMENT **DEFINITIONS**

1. General Goods

Are considered the goods or other items that are not grouped and are transported with usual packaging (boxes, parcels, pieces, bags, pallets, coils, etc.).

2. Dangerous Cargoes

Packaged substances, materials, and items that are defined, classified, packaged, and transported, in accordance with the provisions of the International Maritime Dangerous

Goods Code (IMDG Code) and the Presidential Decree 405/1996, as it is valid, as well as the empty packages of them which have not been cleaned (see Appendix II).

3. Dangerous cargoes of special form of danger

Are considered the wastes and the cargoes of categories 1, 2.1, 3, 4.1, 5.2, 6.1, 6.2, 7 and 8 of IMDG Code (see Appendix II).

4. Works on vessel

Are considered the works that are done in the hold or the deck of the vessel (unloading, loading, transshipment, shifting).

5. Works on quay

Are considered the delivery, receipt and processing of goods.

6. Direct delivery of goods

The delivery of goods directly from the vessel to the means of transport of the recipient, without to intervene the deposit of it to the quay.

7. Direct receipt

The receipt of cargo to load on vessel or means of land transport, without prior deposit on the quay.

8. Shifting

The movement of goods on the vessel or through the quay or from warehouse to warehouse or from place to place on the quay.

9. Transshipment

The unloading from the vessel or means of land transport and loading on another vessel or other means of transport.

10. Transit Transportation

The unloading from the vessel or means of land transport of goods coming from abroad and its loading to vessel or other means of transport with destination abroad.

11. Sorting of Cargo

The selection of specific goods from the area of deposit or storage, to load or deliver.

12. Classification

The placement of goods to storage areas of PPA, on the basis of specific criteria.

13. Cancellation of Work

The fully non-execution of the work from the scheduled gang.

14. Delay of Work

The delaying of commencement of work or the interruption during the execution of it that is due to the vessel, the cargo, P.P.A., force majeure or extreme weather phenomena.

I. TARIFF OF WORKS ON GENERAL GOODS

A' CHAPTER: LOADING-UNLOADING WORKS

1. Regular Charges

Type	Unit of Charge	Charge in €		
		Works on Vessel	Works on Quay	
Various Cargo Various usual			Direct Delivery or Receipt	Indirect Delivery or Receipt

packaging	Ton	8.750	9.750	19.500
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2. Discounts to loading-unloading works

Category of Goods	Works on Vessel	Works on Quay	
		Direct Delivery or Receipt	Indirect Delivery or Receipt
Goods of domestic production that are destined for export	35%	35%	35%

3. Surcharges to loading-unloading works

Categories of Goods	Works on Vessel	Works on Quay	
		Direct Delivery or Receipt	Indirect Delivery or Receipt
1. Dangerous goods	50%	50%	50%
2. Goods of special danger	100%	100%	100%
3. Goods from abroad that are brought by rail that are unloaded from the side or on top:	-	100%	100%

B` CHAPTER: ADDITIONAL WORKS ON VESSEL AND QUAY

Type of Work	Unit of Charge	Charge in €
1. Sorting	Ton	8,16

2. Shifting a. Within the hold or from hold to deck of the hold or vice versa b. From hold to hold or on deck of another hold or vice versa c. Through the quay (from ship to quay and vice versa) d. At the quay (from place to place or from storage place to another storage place)	Ton	10,8
	»	21,6
	»	21,6
	»	14,4
	»	
3. Classification		12

4. ISPS Code charge on general cargo”

“ISPS Code charge of 0.90Euro per ton for import, export or road transit general cargo of any dimension, with a maximum charge per unit of cargo 10,80 Euro irrespective of weight

B.1 SPECIAL CHARGES:

Type of Work	Unit of Charge	Charge in €
Direct delivery / receipt from discharge of container	Ton	22.425
Indirect delivery / receipt from discharge of container	Ton	29.900
Indirect delivery / receipt from filling of container	Ton	29.900

C´ CHAPTER: OTHER CHARGES

1. Delays

For each employed worker	Charge * in €	
	Working Day (Monday - Saturday)	Holiday and Sunday
Any hour of the 24 hours	33	55

* Unit of charge is the hour

2. Cancellation

For each worker and operator of loading-unloading machinery, that has been scheduled	Charge * in €	
	Working Day (Monday – Saturday)	Holiday and Sunday
	160	230

* The charge is calculated per worker or operator and per shift of work

3. Charges of Unscheduled Work

For each employed worker and operator of loading-unloading machinery within the time frames	Charge in €	
	Working Day * (Monday - Saturday)	Holiday and Sunday
07.30 - 22.00	-	85**
22.00- 05.00	30*	36*
05.30- 07.30	38*	30*
Extension of any shift	17*	30*

* Unit of charge is the hour

** Unit of charge is the wage

4. On Demand Charges

a. Per shift of work

	Charge in €	
	Working Day (Monday – Saturday)	Holiday and Sunday
	160	230

b. Hourly extension of shift:

For each worker or driver	Charge in €	
	Working Day (Monday – Saturday)	Holiday and Sunday
For each hour additional of 7 hours	33	55

5. Charge of issuing documents

For each «Certificate» or «Act of Affirmation» or «Act of Verification» or «License of Exit of Goods» and for every page of requested copy is payed the amount of € 3.30.

CHAPTER D: STORAGE CHARGES

1. TARIFF OF TEMPORARY STORAGE OF GENERAL GOODS THAT ARE TRANSPORTED WITH VESSELS

The Charge is per storage day and ton

From	Charge in € (per day per ton)
1 – 30	0.70
31 – 90	2.10
90 and over	3.00

2.4 For the goods that come from auction of sale as **Unclaimed**, irrespective of volume:

<u>From</u>	<u>To</u>	<u>€ per ton</u>
1	10 days	0.700
11 days and above		2.800

3. DISCOUNTS

a. On general goods that come from abroad and it is proven that are transported for abroad	35%
b. On goods of domestic production that are destined for abroad	35%

II. METHOD AND BASIS OF CALCULATION OF CHARGES

A. Regular Charges

Regular charges include:

- a. the charges for dockworkers and crane operators for the cargo handling works and the additional works during the morning and evening shifts of port working days.
- b. the oversight and supervision of all the works during the morning and afternoon shift of the working days.
- c. the use of loading-unloading machinery. Excluded are the gantry cranes, the cranes and the lifting machines that load-unload cargo of weight over 8 tons. In case that for the safe loading-unloading or administration of the cargo of weight under 8 tons, is judged from the Services of PPA necessary the use of crane of lifting capacity above 8 tons, then charge is made on the basis of the Tariff of Use and Lease of Mechanical Means and of Tools of Loading-unloading.
- d. the use of forklift lifting machines (clark) to the works of quay during the morning and afternoon shift of working days.
- e. percentage analogous of the works for expenses of administration and operation of the port.
- f. the use of loading-unloading devices, tools, pallets, etc.

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

1. The regular charges for the works of loading-unloading are calculated and payed for two stages of work, that is works on the vessel and works on quay (direct or indirect delivery/receipt).
The charges are calculated at minimum quantity of one ton per bill of lading.
2. The charges for direct delivery/receipt of goods are charged only at cases that the delivery/receipt of the goods is done directly to/from the means of transport of the receiver or loader, without to intervene deposit of them on the quay. They are excluded and are payed charges of direct delivery/receipt:
 - a. the cases of cargoes of bananas, fresh fruits and vegetables that the cargo is placed necessarily on the quay for short time interval (not greater of the shift of work), without being forwarded to warehouse, therefore the charges for the works of quay are limited to the corresponding of the direct receipt and the liable pays the rents for the mechanical means that will be used.
 - b. the cases of domestic cargoes, where the loader of the goods unloads from the means of land transport the goods and deposits them alongside of the vessel to be loaded.
3. Transshipment of goods transported in transit from vessel to vessel:
 - a. Directly
Charge for the works on the vessel for the unloading from the vessel and charge for the works on the vessel for the loading at other vessel.

b. Through the quay

Charge for the works on the vessel for the unloading of the vessel, charge for the works of the quay of indirect delivery increased by 50% and charge for the works on the vessel for the loading to the other vessel.

γ. Through the quay after filling or emptying of Container

Charge for works on vessel for its unloading from the vessel, charge for works of direct filling or emptying, charge of indirect delivery or receipt and charge of works on vessel for its loading to the other vessel.

It is clarified that if it is about work on loaded container applies the tariff that is valid for the works of loading-unloading of containers.

4. For the use of the cranes in the loading-unloading of cargoes that exceed 8 tons, the charges are calculated with the basis of the provisions at «Tariff of Use and Rent of Mechanical Means and Tools».

B. Additional Works

The works are provided with means and personnel that P.P.A. has, after application of the interested parties.

C. Other Charges

C.1. With purpose the avoidance of delay or cancellation of the scheduled loading-unloading work of vessel that is waiting, the following apply:

- a. The vessel that is alongside, is obliged to get away from the quays of the port, the latest within one (1) hour from the completion of its loading-unloading works.

In case of no compliance, the captain, or the legal representative, or the shipping agent of the vessel, is burdened with the each time, corresponding with the time of delay or cancellation, expense, for all the provided to the other vessel workers (hold and quay) and the operators of loading-unloading machines.

- β. In the cases where two vessels are served with the same gang, or when the end of the works of a vessel coincides with the commencement of works of another that is waiting to moor alongside, the vessel that is moored alongside is obliged to get away from the quay of the port, leaving it free for the waiting vessel, the latest within one (1) hour from the end of the loading-unloading works and the vessel which is in waiting is obliged to start the loading-unloading work in (1) hour from the departure of the former from the quay of the port. The time interval that intervenes from the end of works of the first vessel until the beginning of works of the next, is not charged, if it does not exceed (2) hours.

After the passage of 2 hours, the charge for the delay or cancellation, is calculated in whole and burdens the captain, or legal representative, or the shipping agent of the vessel, which completed the necessary for each case procedure (: departure from the quay or beginning of works) exceeding the time limit of one hour.

Note:

In the cases of this paragraph, the clause that states: *“Fraction of hour that does not exceed 30´ minutes (on total delays) is not charged” (see: METHOD AND BASIS OF CALCULATION OF CHARGES – OTHER CHARGES), it does not have application at the*

calculation of the time of departure of the vessel from the quay or the beginning of loading/unloading works.

C.2. Fraction of hour that does not exceed 30´ minutes on total delays, is not charged. Fraction of hour greater than 30´ minutes is calculated as hour.

C.3. Fraction of hour that does not exceed the 15´ minutes at unscheduled works is not charged. Fraction of hour greater 15´ minutes, is calculated as hour. C.4. Charge for unscheduled work is imposed on works on vessel.

C.5. For works on the quay charges are imposed for unscheduled work, to the following cases:

- indirect delivery/receipt of goods from the quay or the warehouse to means of land transport of the receiver or reversely, if it exceeds the time duration of the hours of the shift of work, during which it had requested the execution of work
- Direct delivery/receipt from means of land transport to means of land transport, if it exceeds the time duration of the hours of operation of the responsible Service of PPA.

C.6. On delays or cancellations at works of loading-unloading of general goods is provided discount 50% to the specified for each case charges, if there is responsibility of third party or force majeure.

Equal treatment have and the cases of delay or cancellation of works of loading-unloading of general goods, due to extreme weather conditions, which have been forecasted and announced duly, if the liable –until the programming of works- has not expressed objection.

In case of submission of objection for the programming of the works, given the preannouncement of the extreme weather conditions, PPA is entitled – at its absolute discretion – to program works of loading-unloading, relieving the liable from the payment of the charges of delay/cancellation, as well as to order the forced movement of the vessel (Article 5 of the Regulation and the Tariffs of Charges on vessels / floating crafts in the port zone of PPA) or to change the order of its service, in order not to be obstructed the smooth execution of works.

Beyond this exemption, the liable is not entitled to make no other claim for the same reason to PPA

The time of interruption of the works is decided solely from the responsible for this purpose body of PPA, the decision of which is binding for the liable.

A. Storing Fees

D.1. The charges for the temporary storage of general goods are calculated and payed from the date of unloading from the vessel or entry in the Port Zone of P.P.A with means of land transport, including and it, for each day and each ton.

The charges are calculated with minimum quantity of one (1) ton.

D.2. Goods which are received directly (direct loading) or delivered directly (direct unloading) pay storage fees of one day, independent of volume.

D.3. Dangerous goods or slops are delivered always directly to vessels and are burdened with €60 per 15 tons. If the quantity is below 1,000 kg is granted discount 50%.

D.4. For the application on transit goods from vessels of reduced charges of storage, necessary condition is the indication as cargoes transit on the Import Manifest or at corrective

document that is submitted until the next working day of the completion of the work of unloading. Characterization of the cargoes as transit with corrective document that will be submitted after the above deadline is not taken into consideration for the calculation of the charges of storage.

- D.5. Storage fees are not submitted during the days of strike of the personnel of P.P.A., with the condition that their receipt will be realized in reasonable time interval after the end of the strikes. The reasonable time interval is defined with decision of the Chief Executive Officer, after taking into account the present conditions.

III. RESPONSIBLE FOR PAYMENT – TIME OF PAYMENT

1. Obligated for the payment of the charges for the works that are referred to in the present tariff are:
 - a. The shipowner of the one that has the operational responsibility of the vessel or the administrative company or the shipping company on whose account the goods are transported or the shipping agent that represents them, for the charges of works on the vessel and the other charges, if the goods are transported with the term S.P. (Sotto Palago).
 - b. The loader or receiver for the charges of the works of quay (receipt/delivery), if the goods are transported with the term Sotto Palago or for the charges on vessel and quay, when the goods are transported with the term F.I.O. (Free In Out).
 - c. The consignee or other beneficiary (shipping agent, shipper, etc.) for storage charges and the ISPS Code charge.

2. The charges that result from this tariff are payed as follows:
 - the charges for works of loading-unloading and additional works, before the execution of every invoicable work.
 - the fees for the other charges during the clearance of the file of each vessel.
 - The charges for storage and ISPS Code prior to the delivery of the goods to the beneficiary at the time of filing of the «Exit Permit.