



REGULATIONS & CHARGES TARIFFS  
of THESSALONIKI PORT AUTHORITY SA  
*(except Container Terminal & Vessel fees)*

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**ThPA SA**

**REGULATION & CHARGES TARIFF**

*Thessaloniki Port Authority SA within the framework of the objectives specified in its articles of association, for the constant improvement of the port services provided, for its development and operation, levies dues and rights according to the present Regulation and Charges Tariff document.*

*ThPA SA is liable for damages proven to be due to mistakes and negligence of its employees and dockers.*

*Any damage shall be notified to ThPA SA*

*The notification shall be made in due time to ThPA SA in order to examine the damage before the vessel or the cargo leaves the port, otherwise such claim shall not be acknowledged by ThPA SA*

*Any violation of the provisions of this Regulation will result in the non-scheduling of any other work and in any other legal consequence as the case may be.*

# TABLE OF CONTENTS

## SECTION ONE

Pages: 1-14

### GENERAL RULES AND REGULATIONS

**Article 1 Powers and jurisdiction of ThPA SA**

**Article 2 Division of Operations**

**Article 3 Vessel priority and berth allocation**

**Article 4 Vessels' obligations**

**Article 5 Scheduling and performance of port operations**

**Article 6 Performance of work**

(duration of work, regular work, overtime work, excluded days, delays, cancellation and prolongation of work)

**Article 7 Formalities**

(vessel arrival notice, transport documents, schematic plan drawing and section of holds, request for gangs and equipment, fumigation certificate, notice of bunkering and disposal of residues, etc.)

**Article 8 Cargo delivery – storage – warehousing**

**Article 9 Declaration and auction of unclaimed goods**

**Article 10 Shifting of cargo for operational needs - damage**

## SECTION TWO

Pages: 15-37

### TARIFF PROVISIONS

**Article 11 Computing fees for regular and overtime work**

**Article 12 Parties subject to the payment of dues**

**Article 13 Distinction between EU and non EU cargo**

**Article 14 Tariff classification of cargo**

**Article 15 Tariff for regular fees**

Tariff number 1 General cargo loading/unloading operations

Tariff number 2 Dry bulk cargo loading/unloading operations

Tariff number 3 Bulk grain cargo loading/unloading operations

Tariff number 4 Charges for additional work on the vessel or the quay in the Conventional Port

Tariff number 5 Container loading/unloading and additional container operations in the Conventional Port

Tariff number 6 Wheeled cargo loaded/unloaded via the Ro-Ro system

**Article 16 Analysis of regular charges**

**Article 17 Overtime charges**

**Article 18 Delays – cancellations**

**Article 19 Special charges**

## **SECTION THREE**

**Pages: 38-45**

### **Article 20 Cargo dues and port infrastructure dues**

#### **SPECIAL TARIFFS**

1 <sup>st</sup> Special tariff	Wheeled vehicles parked in open areas until their cargo is cleared from customs, before direct exit
2 <sup>nd</sup> Special tariff	Loading/unloading of bulk cargo using pipes and pumps
3 <sup>rd</sup> Special tariff	Loading/unloading, stabling and weighing of livestock
4 <sup>th</sup> Special tariff	Transiting of vehicles of all kinds and of passengers through the quays

## **SECTION FOUR**

**Pages: 46-61**

#### **ANNEXES**

3 <sup>rd</sup> Annexed tariff	Water supply to land facilities
4 <sup>th</sup> Annexed tariff	Telephone and network connection services
5 <sup>th</sup> Annexed tariff	Power supply
6 <sup>th</sup> Annexed tariff	Hire of mechanical means and loading/unloading tools
7 <sup>th</sup> Annexed tariff	Hire of floating means
8 <sup>th</sup> Annexed tariff	Concession of use of private equipment
9 <sup>th</sup> Annexed tariff	Storage in outdoor and indoor areas of: 1. Dry bulk cargo and general commodities 2. Wheeled cargoes 3. Grain in silo cells
10 <sup>th</sup> Annexed tariff	Concession of use of areas to third parties: 1. For port activities 2. For exhibitions or other events
11 <sup>th</sup> Annexed tariff	Issuing of documents and duties by ThPA SA
12 <sup>th</sup> Annexed tariff	ISPS Charge

## **APPENDIX**

**Pages: 62 - 66**

1 <sup>st</sup> Appended tariff	Granting of entry and parking permits
2 <sup>nd</sup> Appended tariff	Use of private car parking lots and concession of use of areas to third parties

# **SECTION ONE**

## **GENERAL RULES AND REGULATIONS**

**Article 1 Powers and jurisdiction of ThPA SA**

**Article 2 Division of operations**

**Article 3 Vessel priority and berth allocation**

**Article 4 Vessels' obligations**

**Article 5 Scheduling and performance of port operations**

**Article 6 Performance of work**

(duration of work, regular work, overtime work, excluded days, delays, cancellation & prolongation of work)

**Article 7 Formalities**

(vessel arrival notice, transport documents, schematic plan drawing and section of holds, request for gangs and equipment, fumigation certificate, notice of bunkering and disposal of residues, etc.)

**Article 8 Cargo delivery – storage – warehousing**

**Article 9 Declaration and auction of unclaimed goods**

**Article 10 Shifting of cargo for operational needs - damage**

## **ARTICLE 1**

### **POWERS AND JURISDICTION OF ThPA SA**

1. ThPA SA enjoys by law the exclusive right of use and exploitation of the lands, buildings and premises of the Thessaloniki Port land area. All operations within the boundaries of Thessaloniki Port land area are exclusively performed by the staff and equipment of Thessaloniki Port Authority SA
2. Should ThPA SA lack sufficient means or personnel to perform port operations, ThPA SA reserves the right to enter into limited duration contracts with third party service providers for the performance of various operations at the rates of the ThPA SA tariff in force. Such service providers hold all the legal permits for the use of the equipment provided and perform the operations with lawfully hired personnel.
3. Any services provided by third parties and, more specifically, loading/unloading, storage, exploitation of premises, cleaning, security, catering and towage within the boundaries of the port zone as well as the receipt of fuel waste and wastes, are only provided further to a permit or authorization granted by ThPA SA or by virtue of signing a relevant agreement.
4. Within the framework of its commercial policy and in order to provide incentives for the increase of its cargo handling activities or passenger traffic or users activities, ThPA SA may, upon approval of its Board of Directors, enter into agreement with interested shipping companies or any legal or natural entity wishing to use Thessaloniki port facilities for handling or storage of freight or serving ship passengers or using of Thessaloniki Port areas, including the car parking ones. Such agreements may define discounts on the tariff rates, special tariff rates differing from the ones stated herein as well as other easements.

## ARTICLE 2

### DIVISION OF OPERATIONS

According to the present regulation, loading/unloading and transfer operations are divided into: on-board operations, on-land operations and silo operations.

#### 1. On-board operations include:

1.1) The unloading of the cargo from the vessel's hold or deck to the quay (within the range of the electric crane) or the unloading of the cargo from the vessel's hold and its direct delivery to the stand-by land-transport means of the consignees.

1.2) The loading of the cargo from the quay (within the range of the electric crane) to the vessel's hold or deck or the loading of the cargo in the vessel's hold or deck further to direct receipt from the stand-by land-transport means of the shippers.

1.3) The transshipment of the cargo from the vessel's hold or deck to the hold or deck of another vessel, directly or via quay.

1.4) Additional operations such as: opening and closing of holds, shifting of cargo within the holds or on the deck, trimming of bulk cargo, cleaning of holds and any other similar operation that is characterized as additional by the competent service unit and can be performed using the personnel and equipment of ThPA SA.

#### 2. On-land operations include:

2.1.1) The delivery of the cargo to land-transport means of the interested parties, towards the land gates of the ThPA SA, either directly from another means of land-transport or after its storing in storage areas or via quay.

2.1.2) The transfer of the cargo from storage areas to the quay (within the range of the electric crane) or the unloading of land-transport means via quay (for vessel loading).

2.2.1) The reception of the cargo in the storage areas from land transport means of the interested parties.

2.2.2) The transfer of the cargo from a quay to storage areas.

2.3) Additional operations such as: railwagon maneuvers, weighing, verification, measuring, the participation in sample or complete customs control, sorting beyond what is defined in the dues and any other similar operation that is characterized as additional by the competent service unit and can be performed using the personnel and equipment of ThPA SA.

#### 3. Silo operations include:

3.1) The conveyance of the grain cargo through the pylon from the vessel's hold and its storage in the silo cells.

The unloading – into the silo collection auger (hatch) – of grain cargo from tipping land transport means and their storage into the silo cells.



3.2) The delivery of cargo from the silo cells to land transport means through the floor hoppers or to the vessel through the pylon.

3.3) The conveyance of the cargo from the vessel's hold and its direct delivery – through the pylon – to land transport means or other floating means.

3.4) The additional operations such as the conveyance from cell to cell and any other operation that can be performed using the personnel and equipment of ThPA SA and characterized by the competent service unit as additional.

## ARTICLE 3

### VESSEL PRIORITY AND BERTH ALLOCATION

1. The side or stern berthing of each vessel within the port zone, as well as the change of berth or the shifting of a vessel, take place under the charge and responsibility of the Conventional Port Planning and Supervising Department according to the Regulations and provisions in force.
2. The priority for vessel call or berth allocation is based upon its sequence of call, as declared to the Anchorage Service of the Harbour's Master Office of Thessaloniki. To allocate side or stern berthing place, the operational planning of ThPA SA is taken into account. The latter is based:
  - i) on the technical specifications and on the land infrastructure for a safe loading/unloading of the vessel (draught, length and state of quay, ramp or land facilities, quay equipment, equipment maneuver space, and other),
  - ii) on the operation of terminals or service zones for the diverse categories of vessels and cargo (berthing places, Ro-Ro ferry vessels, passenger vessels, bulk cargo, general cargo, and other).

#### 2.1. In principle, the vessels berth or stern-berth as follows:

- 2.1.1) Passenger vessels at the quays of the Passenger Terminal, from No. 4 to No. 9 inclusively.
- 2.1.2) General cargo vessels, to load/unload general and bulk cargo, at the quays of the Conventional Port from No. 10 to No. 24 inclusively.

3. Vessels that carry cargo for the Hellenic Army or the Hellenic public sector or are covered by the Hellenic Army may, at the discretion of ThPA SA administration, berth or stern berth regardless of their sequence of call.
4. The Conventional Port Planning and Supervising Department may change the vessel priority sequence in exceptional cases and only when, in their opinion, this is imposed by the needs for more efficient and smooth operation of the port.

## ARTICLE 4

### OBLIGATIONS OF VESSELS

#### **Vessels that have side berthed or stern berthed at port wharves are bound to:**

1. Regular loading/unloading operation as defined by the Conventional Port Planning and Supervising Department.
2. Immediate dispatch from the quay upon completion of the loading/unloading operations, as well as when not performing loading/unloading operations for reasons attributable to the vessel or to the cargo. Upon request of the interested party, the competent service unit may approve a further stay depending on the circumstances.
3. Shift along the same quay, when deemed purposeful by the competent Department in order to accommodate another vessel.  
Shifting along the same quay is not considered a change of berth.  
Expenses for change of berth or shifting along the same quay using tug services are borne by the vessel to be accommodated.
4. Take the necessary measures for an unimpeded performance of loading/unloading operations.
5. Maintain their loading/unloading equipment in good state of operation.
6. Provide sufficient lighting particularly of the areas where loading/unloading operations are being performed.
7. Take the required safety measures in order to prevent fire, damages and accidents to the working personnel.
8. Overtime work and work on Sundays and Holidays at the Conventional Port, should the operational needs of the port and the circumstances allow it.
9. Immediately and fully abide by the decisions of ThPA SA Management, regarding the change of berth to another quay or moving out of the port at their own expenses in case of provisional and protective measures upon the vessel or the cargo, should this be imposed by the port operational needs.

## **ARTICLE 5**

### **SCHEDULING AND PERFORMANCE OF PORT OPERATIONS**

1. The scheduling of port operations is carried out by the Conventional Port Planning and Supervising Department, which defines the operations, allocates the dockers and the required number of equipment and other means, at its own discretion.
2. Priority in providing personnel and means is given to the vessels depending on the sequence of starting up the vessel loading/unloading operations.
3. The number of equipment and other means as well as of gangs that will be provided for the operations is defined further to joint evaluation of the vessel priority, the available means and quays, the overall demand for mechanical means, the vessel size and the cargo type of the vessels waiting for service as well as of other relevant factors.
4. The competent service units and the commissioned staff supervise the smooth performance of scheduled operations, including those performed by private mechanical means. They proceed to adopt additional measures for a more efficient port operation and in order to handle emergencies.
5. The provisions of article 3, paragraphs 3 and 4 also govern the assignment of personnel and means.

## ARTICLE 6

### PERFORMANCE OF WORK

#### 1. Duration of work

With respect to loading/unloading and transfer operations, one can distinguish regular and overtime work carried out 24hours a day and all business and excluded days, save for the instances of lack of personnel and equipment, strikes, adverse weather conditions or force majeure events.

#### 2. Regular work

##### 2.1 For on-board operations

(including transfer of cargo into storage areas and vice-versa)

Carried out in two shifts from Monday to Friday and in one shift on Saturday, as follows:

1 <sup>st</sup> shift	Monday – Saturday	08:00 - 15:00 hours
2 <sup>nd</sup> shift	Monday – Friday	15:00 - 22:00 hours

##### 2.2 For on-land operations

###### 2.2.1. EU and Non EU Cargo

Carried out in one shift from Monday to Friday from 08:00 - 15:00 hours

###### 2.2.2. In transit cargo and dry bulk cargo

Carried out according to the on-board operations tariff stated under paragraph 2.1.

##### 2.3 For Silo operations

2.3.1) Carried out with regard to work phases, from vessel to vessel or to land transport means, or from vessel to cells and vice-versa, in two shifts from Monday to Friday and one shift on Saturdays, as follows:

1 <sup>st</sup> shift	Monday - Saturday	08:00 - 15:00 hours
2 <sup>nd</sup> shift	Monday - Friday	15:00 - 22:00 hours

2.3.2) For operations from cells to land transport means and vice-versa, work is carried out in two shifts from Monday to Friday, as follows:

1 <sup>st</sup> shift	08:00 - 15:00 hours
2 <sup>nd</sup> shift	15:00 - 22:00 hours

#### 3. Overtime work

##### 3.1. For on-board operations

(including transfer of cargo into storage areas and vice-versa)

From Monday to Friday	after	22:00 hours
Saturday	after	15:00 hours
Sundays and Holidays	from	08:00 hours

##### 3.2. For on-land operations

###### 3.2.1. EU and Non EU Cargo

From Monday to Friday	after	15:00 hours
Saturdays, Sundays and Holidays	from	08:00 hours

###### 3.2.2. In transit cargo

Carried out according to the on-board operations tariff under paragraph 3.1

### 3.3. For Silo operations

3.3.1) For the work phases, from vessel to vessel or to land-transport means, or from vessel to cells and vice-versa:

From Monday to Friday	after	22:00 hours
Saturdays	after	15:00 hours
Sundays and Holidays	from	08:00 hours

3.3.2) For operations from cells to land-transport means and vice-versa:

From Monday to Friday	after	22:00 hours
Saturdays, Sundays and Holidays	from	08:00 hours

### 3.4. For overtime work of ThPA SA weighing bridge

From Monday to Friday	after	22:00 hours
Saturdays, Sundays and Holidays	from	08:00 hours

## **4. Excluded days**

The following shall be excluded days:

4.1) 1<sup>st</sup> of January, Epiphany (6<sup>th</sup> of January), Shrove Monday, 25<sup>th</sup> of March, Good Friday, Holy Saturday, Easter Sunday, Easter Monday, 1<sup>st</sup> of May, Pentecost, 15<sup>th</sup> of August, Saint Demetrios (26<sup>th</sup> of October), 28<sup>th</sup> of October, Christmas Day (25<sup>th</sup> of December) and the 26<sup>th</sup> of December.

4.2) Any day defined exceptionally by Governmental decrees.

4.3) **ThPA SA Management may define** full days off, **by resolution**. Such days are currently the following:

At the Conventional Port: 1<sup>st</sup> of January, 1<sup>st</sup> of May, Easter Sunday, Easter Monday, 25<sup>th</sup> of December, and 26<sup>th</sup> of December.

## **5. Work delays**

A work delay is a delay in the start of work or an interruption of work during execution due to:

5.1) The vessel, due to untimely arrival/berthing (not due to the pilotage service), damage to her mechanical equipment, opening and closing of the holds, change of berth, etc.

5.2) The cargo, due to untimely receipt/delivery, customs formalities, sanitary control, etc..

5.3) ThPA SA, due to failure of the mechanical means and facilities of the port, untimely dispatch of personnel or equipment to the work area.

5.4) Force Majeure, due to adverse weather conditions (cold, heat, frost), power outage, strike or other unforeseen events.

## **6. Cancellation of work**

Such is the absolute non execution of work during regular or overtime working hours of any shift for one or more of the reasons mentioned in paragraph 5 of this article.

## **7. Continuation of operations**

In exceptional circumstances, in order to handle congestion problems during port operations or to mitigate force majeure events, working hours on land or on vessels may be continued by the competent service unit.

## ARTICLE 7

### FORMALITIES

To carry out loading/unloading and transfer operations of any nature, as well as for any vessel calling at the port for any reason, the interested parties must submit the documents defined hereinafter to the competent Department of the Conventional Port Division:

- 1.- Vessel arrival notice.
- 2.- Cargo shipping documents (manifest).
- 3.- Vessel construction sketches and section of holds for vessels transporting solid bulk cargo.
- 4.- Request for gangs and mechanical equipment.
- 5.- Fumigation certificate for grain cargo.
- 6.- Notice of bunkering.
- 7.- Notice of wastes and residues disposal.
- 8.- Any other document, such as stowage plan, bay plan, and other documents required by the competent service unit.
- 9.- Notice of CVED (Common Veterinary Entrance Document) to SSVC (Station of Sanitary Veterinary Check) of Thessaloniki (Warehouse 25, in the Port).

#### **1. Vessel arrival notice**

Shipping agents are obliged to notify the Conventional Port Planning and Supervising Department of the arrival of the expected vessel, either in writing or electronically:

- 1.1) 18 hours notice before the arrival of inbound vessels from the ports of Istanbul, Smyrna and Piraeus.
- 1.2) At least 24 hours notice before the arrival of inbound vessels from other ports of the Mediterranean and the Black Sea.
- 1.3) At least 72 hours notice before the arrival of inbound vessels from other ports.
- 1.4) The arrival is confirmed, in writing or electronically, for cargo vessels expected to dock and shipment to be handled:

By the 1 <sup>st</sup> shift	from Monday to Friday	up until 15:00 hours of the previous day
By the 2 <sup>nd</sup> and 3 <sup>rd</sup> shift	from Monday to Friday	up until 10:00 hours of the same day
By the 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> shift	on Saturday	up until 15:00 hours of the previous day
By the 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> shift	on Sundays and Holidays	up until 10:00 hours of Saturday shift or the business day preceding the holiday

- 1.5) An untimely confirmation entails the exclusion of the vessel from the planned berth allocation and assignment of personnel and equipment, unless the port conditions allow for direct service of the vessel and its cargo.

## 2. Cargo shipping documents – cargo manifest

2.1) An import manifest is required for all vessels calling at the port to unload cargo. It must include:

2.1.1) all elements provided for in article 17 par. 1 of Law 2960/22.11.01

2.1.2) chartering terms (Under Vessel's Tackle (Sotto Palango) or Free In and Out)

2.1.3) in-transit goods per article

2.1.4) explosive, flammable and hazardous cargo per article, along with the degree of hazardousness (IMO class) and the correct technical name

2.1.5) the import manifest or the unloading list must be submitted to the Conventional Port Department in 6 copies along with the vessel's stores bond, before the beginning of the unloading operations.

## 3. Vessel construction sketches and section of holds

Required for cargo vessels transporting dry bulk cargo. This must be submitted to the Conventional Port Planning and Supervising Department before the beginning of unloading operations and must include a schematic sketch of the holds, indicating all projecting construction elements such as: staircases, mezzanines, hold frames, piping, tanks, beams, partitions, bedplates, etc.

## 4. Request for gangs and mechanical equipment

This request is mandatory for any vessel loading/unloading and transfer operation. It is submitted to the competent Department and is revoked within the following deadlines:

	Submission	Revocation
For scheduled 1 <sup>st</sup> shift work Monday to Friday	Up until 06.00 hours of the same day	Up until 07.00 hours of the same day
For scheduled 2 <sup>nd</sup> and 3 <sup>rd</sup> shift work, Monday to Friday	Up until 12.00 hours of the same day	Up until 13.00 hours of the same day
For scheduled 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> shift work, Saturday	Up until 15.00 hours of the previous day	<b>1<sup>st</sup> shift</b> , up until 07.00 hours of the same day <b>2<sup>nd</sup> shift</b> , up until 10.00 hours of the same day <b>3<sup>rd</sup> shift</b> , up until 12.00 hours of the same day
For scheduled work on Sundays and Holidays after Sunday	Up until 15.00 hours on Friday	Up until 12.00 hours on Saturday
For scheduled work on one or more subsequent Holidays	Up until 15.00 hours of the business day preceding the holiday	<b>Cannot be revoked</b>

## 5. Fumigation certificate

Required for cargo vessels transporting grain cargo. This certificate is submitted to the Conventional Port Planning and Supervising Department and to the Environment, Health and Safety Departments of ThPA SA, before the beginning of unloading operations.

## 6. Notice of bunkering

The bunkering of vessels at berth is only possible further to the approval of the relevant service unit or of its authorised service bodies.

## 7. Notice of disposal of wastes and residues

The special detail notice sheet is submitted 24 hours prior to the arrival of the vessel:

7.1) To the competent service unit of ThPA SA

7.2) To the contractor in charge of the wastes and residues receipt services and

7.3) To the competent service of the Thessaloniki Harbour's Master Office.

The notice includes, among other details, the nature and quantity of wastes and residues the vessel intends to dispose of.



## ARTICLE 8

### CARGO DELIVERY – STORAGE – WAREHOUSING

#### 1. Cargo delivery

ThPA SA takes delivery of cargo carried:

- by vessels, starting from the moment of its placement on the quay
- by land transport means, starting from the moment of its placement in the outdoor or indoor storage areas.

The goods are received and delivered as externally packed. No control is carried out by ThPA SA in relation to the content of the packaging, its condition or weight, save for packaging (pallets, boxes, bundles, drums, bags, etc.) that present obvious external signs of violation or leaks or which is empty of content. Taking delivery is based on the shipping documents submitted in the Greek language or accompanied by a translation in Greek, certified by the captain or the agent; the delivery of goods takes place further to the submission of the foreseen documents and the payment of dues.

Any cargo mentioned on the shipping documents as “bulk” or “batch” is taken delivery of and delivered without ThPA SA being liable for the declared quantity and weight, unless, when received by ThPA SA, they are weighed further to the request of the shipper or the owner of the consignment.

When violations, breakings etc are established upon receipt, the provisions of the Decisions T.10970/110/C:0019/FEK934/B/24.3.93 article 2 and T.20/76/C:0019/2.1.95 paragraph 3.1 of the Ministry of Finance, apply as currently in force.

#### 2. Storage of goods

Non EU and in-transit goods are stored in the outdoor and indoor areas of the Free Zone.

As a rule, Community goods are stored in open and covered areas of the Free (EU) Port. They may, however, also be stored in areas of the Free Zone for the reasons and under the conditions stipulated:

- by the Community Customs Code 2913/92
- by the Commission Regulation 2454/93 for the implementation of the above Council Regulation, and
- by the provisions of the Ministry of Finance Decision T.20/76/C:0019/2.1.95, as currently in force.

2.1) The calculation of storage fees starts from the day on which the unloading operations have ended and the receipt of goods by ThPA SA has been finalized.

2.2) Regarding outbound shipments, storage fees are calculated up until the day the vessel loading operations begin.

2.3) Regarding EU bulk cargo (including local cargo), the accumulation of cargo in the vicinity of the quays up to 2 calendar days before the vessel loading operations begin, is given free of charge.

#### **The calculation of storage fees is related to:**

- the duration of the time during which the goods remain in the storage areas
- the outdoor or covered storage area
- the nature of the goods and their respective classification in categories with regard to storage fees
- their weight expressed in kilograms or their volume expressed in m<sup>3</sup>.

A special arrangement for:

- Grain in the silo cells
- Wheeled vehicles (cars, trailers, agricultural machinery, two-wheel vehicles, etc.)
- Livestock (livestock yard)

### **3. Warehousing – Issuing of storage bills**

Upon request of the owner of the goods, a warehousing act can be drawn up. This warehousing act, which is different from the customs warehousing procedure, takes place after ThPA SA has taken delivery of the goods, upon submission of the order and once all dues stipulated in ThPA SA tariff rate up to the warehousing date have been paid.

The storage bill issued in the name of the beneficiary gives the possibility for a transfer of ownership of the stored goods further to a relevant act or application of recognition.

The stored goods may remain in the storage areas of the Free Zone for an unlimited time if the corresponding storage fees are paid on a quarterly basis and without interruption.

The warehousing of flammable material, of perishable goods and of grain in the silos is not permitted.

## **ARTICLE 9**

### **DECLARATION AND AUCTION OF UNCLAIMED GOODS**

Goods remaining in ThPA SA storage areas for more than three months from their storing or warehousing without payment of the due fees are declared unclaimed. Regarding flammable material $\sigma$  and perishable goods (including Loaded refrigerated containers), the above time period is limited to one month.

Goods declared unclaimed are auctioned according to the ThPA SA Unclaimed Goods Auction Regulation. ThPA SA's claims for any dues or fees from unloading, delivery, storage or other services are settled first from the price obtained at auction.

For unclaimed goods that have been auctioned, apart from the foreseen dues, storage fees are also collected as from the date of the Decision of ThPA SA Managing Director, on the award to the highest bidder.

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## **ARTICLE 10**

### **SHIFTING OF CARGO FOR OPERATIONAL NEEDS - DAMAGE**

#### **1. SHIFTING OF CARGO FOR OPERATIONAL NEEDS**

By order of the Conventional Port Directorate and under the responsibility of the Conventional Cargo Department Head, any cargo that has been provisionally unloaded in the vicinity of quays and has not been taken immediately or has been left over from batches, stacks, etc. can be moved for operational needs.

- The shifting cost is borne by the owner of the goods.
- The service unit is bound to notify the Shipping Agent or the owner of the goods in writing or electronically, five (5) business days before the beginning of the move.

#### **2. DAMAGE**

2.1. ThPA SA insures the buildings-installations concessioned by the Greek State as well as its fixed assets, operations machinery and vehicles against all risks and public liability for damage caused to third parties (assets-cargo).

2.1.1. For the damage caused to third parties by the above mentioned fixed assets, except operations machinery and vehicles, ThPA SA undertakes to pay the compensation itself, except where the amount of damage is assessed under 250 €. The amount of damage will be determined in each case by an assessor report drawn up by the Office of Assessors appointed by ThPA SA.

2.1.2. Compensation for damage caused to third parties by the operations machinery and vehicles is paid by the Insurance Company, with which ThPA SA has contracted, regardless of amount.

## **SECTION TWO**

### **TARIFF PROVISIONS**

**Article 11**     **Computing fees for regular and overtime work**

**Article 12**     **Parties subject to the payment of dues**

**Article 13**     **Distinction between EU and non-EU cargo**

**Article 14**     **Tariff classification of cargo**

**Article 15**     **Tariff for regular fees**

Tariff number 1   General cargo loading/unloading operations

Tariff number 2   Dry bulk cargo loading/unloading operations

Tariff number 3   Bulk grain cargo loading/loading operations

Tariff number 4   Charges for additional work on the vessel or the quay in the Conventional Port

Tariff number 5   Container loading/unloading/additional operations in the Conventional Port

Tariff number 6   Wheeled cargo loaded/unloaded via the Ro-Ro system

**Article 16**     **Analysis of regular charges**

**Article 17**     **Overtime charges**

**Article 18**     **Delays – cancellations**

**Article 19**     **Special charges**

## ARTICLE 11

### COMPUTING FEES FOR REGULAR AND OVERTIME WORK

To compute the fees for regular and overtime loading/unloading and transfer work, the official supporting cargo documents are taken into account, as well as the weight and volume units registered in them.

#### 1) Supporting documents

These are:

- *The cargo shipping documents* (cargo manifest, consignment note, bill of lading).
- *The orders* in which the agents certify the storage date, the handling mode and any additional operations.
- *ThPA SA weighting notes*.
- *The customs declarations and the certificates of free circulation of goods (T2L)*, among the member States of the European Union.
- *ThPA SA service notes and time sheets*.

#### 2) Computing units

- The metric ton, (with a minimum weight limit per invoice or exit – loading permit 500 Kg).
- The cubic meter, (with a minimum cargo limit per invoice or exit – loading permit 1/2 m<sup>3</sup>).
- The piece.
- The head, for livestock.

#### 3) Verification of actual weight

Any doubt concerning the accuracy of the weight registered on the shipping documents is resolved by:

- The weighing of the goods.
- The correlation between the weight mentioned on the shipping documents and that of the customs declarations and the bills of lading.

#### 4) Computing surcharges and discounts.

- When a cargo is burdened with more than one surcharge (e.g. IMO class hazardous cargo, handled with overtime work), then surcharges are summed and calculated on the basic rate.
- Should the same cargo be entitled to a discount and subject to a surcharge, the discount is deducted from the basic tariff rate and the surcharge is calculated on the resulting rate.

## ARTICLE 12

### PARTIES SUBJECT TO THE PAYMENT OF DUES

Vessel-owners, shipping agents, consignors and consignees as well as any other legal or physical entity transacting with ThPA SA by their own request and for whom loading/unloading and transfer operations are carried out and to whom any other services are rendered by ThPA SA are bound to pay the fees of any nature provided for in these Regulations and Charges Tariff of ThPA SA.

#### 1. Collection of fees – Creation of deposit

1.1. Delivery and exit of handled goods of third parties from the land or maritime gates of ThPA SA is only allowed *after* a certificate has been issued and the fees for the services rendered have been collected, through the settlement of a ThPA SA services invoice.

1.2. When it is not possible to issue a final invoice before the delivery and exit of the goods because it is impossible to accurately calculate the work (regular or overtime) that is going to be carried out, or when the goods are taken delivery of “by weight”, an approximate collection of fees (regular and overtime) as a deposit is possible, further to an approval issued by the Head of the competent ThPA SA service unit. The deposit is paid in advance and is proportional and adequate.

1.3. The following are exempted from the obligation of a deposit payment:

1.3.1. Supplies handled for the Greek State and the Armed forces.

1.3.2. Goods transfer operations from the shore (quay) to storage areas in the conventional port.

1.3.3. Unloading from land-transport means to ThPA S.A storage areas. The relevant fees, as in case 1.3.2, are collected upon delivery of goods to the consignees or upon warehousing.

1.3.4. Vessel unloading works (article 2, paragraph 1.1), provided that the goods *remain* in ThPA SA storage areas and the consignee is liable for the payment.

The collection of relevant fees takes place, independently, upon the settlement of the relevant invoice.

1.4. When unloading operations are executed under liner terms, the approximate collection of fees takes place through the payment of a deposit by the Shipping Agents or the Shipping Companies.

1.5. In the conventional port, the rate for the on-board operations [vessel’s hold – Under Vessel’s Tackle (sotto palanco)] – land transport means or quay and vice-versa] is given as a consolidated amount.

The rate for liner terms is divided into two parts:

- the work phase related to the vessel’s hold – S.P. handling, 65% of the rate.

- the work phase related to the S.P.- land transport means or quay handling, 35% of the rate.

1.6. Regarding damageable, perishable or small value goods, which cannot constitute a collateral covering the cost of unloading – storage operations, their unloading and remaining in ThPA SA storage areas is permitted against the setting up of a deposit of a proportional amount.

1.7. ThPA SA dues from the handling of cargo are invoiced and collected independently during the work phases, as provided under article 2, immediately after services have been rendered or during the course of such services.

#### 2. Mode of collection of fees

2.1. The settlement of invoices or the establishment of deposits by ThPA SA customers can be carried out in cash or using bank or personal checks without endorsements, payable not later than the date of settlement of the invoices or of establishment of the deposit. Postdated checks are not accepted.

Acceptance of personal checks is possible:

2.1.1) In case of the establishment of a deposit, for amounts from € 1,000 to 45,000 per permit

2.1.2) In case of the settlement of invoices, for amounts from € 1,000 to 45,000 in total .

2.2. Companies or industries intending to transport, within 12 month period, quantities of cargo exceeding the scales adopted by ThPA SA in relation to specific commodities categories, owe to notify ThPA SA in writing and to provide a letter of guarantee as to enjoy the foreseen discounts from the beginning of the service of the declared cargo.

The letter of guarantee shall:

- Be valid for 13 months as from the date of submission of the written declaration.
- Be at least of equal value to the amount of discount that will be granted.
- The letter of guarantee is forfeited in favour of ThPA SA for the amount of the discount that has been granted in advance to the applicant company or industry, if, within the 12 month period, it has failed to exceed the adopted scale so as to be entitled to the proportional discount.

The 12month period begins on the 1<sup>st</sup> of January and ends on the 31<sup>st</sup> of December of each calendar year, unless otherwise defined in the contracts entered into by ThPA SA and the interested parties.

### **3. Settlement of deposit – Surcharge with respect to overdue settlement – Interruption of transaction**

In the cases of the operations of par. 1.2, as well as in any other case for which a deposit has been made, further to the certificate of works and to the issuing of the relevant service invoices by ThPA SA, the liable party is called to settle the pending account according to an “off-setting act” of the deposit with the issued invoices.

Should the above period expire idle, and in case of:

- 3.1 the result being a credit balance, then deposits are automatically settled.
- 3.2 the result being a debt balance, then the Head of the competent service unit sends a letter to the liable party, which includes all the details related to the debt receivable.
- 3.3 Liable parties which do not settle their debt within 30 days from the date of issue of the relevant invoice are surcharged with late payment interests. The default interests are calculated according to the currently valid interest rate for debts to the State from the date of issuing the invoice until the date of quittance (both aforementioned dates are included) and received along with the debt.

If the debt is referred to a debt balance resulting from “off-setting” a deposit, the default interests are levied on the debt balance.

3.4. Further to a recommendation by the competent division, ThPA SA Managing Director may enforce clients to interrupt the transaction until their debt has been settled.

### **4. Issuing of supplementary invoices**

4.1. Additional dues created upon the delivery or upon loading of goods heading toward the city and certified by the competent service bodies are collected from the consignees against the issuing of a supplementary invoice.

4.2. The minimum amount of a supplementary invoice issued by ThPA SA due to liability of the client is 3.00 €.

### **5. “Unduly” collected dues**

Dues “unduly” collected by ThPA SA are returned without interest along with a credit note within the year of their collection and further to a request by the interested party.

After the lapse of the above period, dues are written off in favour of ThPA SA

### **6. Minimum amount of invoice**

The minimum amount of an invoice issued by ThPA SA is **3.00 €**.

## ARTICLE 13

### DISTINCTION BETWEEN EU AND NON EU CARGO

According to the National and EU Customs Legislation

1. **EU cargo** is any cargo that is not subject to customs procedures, neither before dispatch nor upon arrival and delivery, and that originates from or is destined to a European Union member state (EU Ms). When required, the EU nature is evidenced by the documents submitted such as:

1.1) the free circulation certificate (T2L) among EU Ms.

1.2) the bill of lading, the invoice or the shipping documents bearing the indication T2L or as it will be enacted in the future.

EU cargo also includes any cargo called domestic or inland cargo. This is any cargo originating from and destined to the Greek territory. The nature of domestic cargo is evidenced by the bill of lading or the consignment note.

2. **Non EU is** any cargo originating from:

2.1) countries outside the EU

2.2) EU member states, originating from third countries.

3. Non EU cargo passing through the port towards countries outside the EU, is subject to the *in transit* category (vessel – land transport means and vice-versa).

- **Tariff wise**, cargo in transit also includes:

3.1 Non EU (third countries) cargo handled through the port Free Zone, with destination other European Union member states and vice-versa.

3.2 The handled cargo originating from European Union member states and destined to third countries or European member states and vice-versa.

4. The term *transshipment* refers to Non EU cargo unloaded in the port Free Zone, in order to be loaded on a vessel that will convey them directly outside the EU borders.

Provided the loading takes place within thirty (30) days from the day of receipt, it is not required to notify the Free Zone Customs Control and to record the cargo in the merchant's warehouse register.

- **Tariff wise**, the term transshipment covers all cargo, EU or Non EU, unloaded from a vessel in the port Free Zone in order to be loaded on a vessel that will convey it directly to another destination within or outside EU borders, provided that the cargo has been declared as transshipment during its import and that it will be loaded within 30 days from its receipt.



## ARTICLE 14

### CLASSIFICATION OF CARGO INTO CATEGORIES WITH RESPECT TO LOADING/UNLOADING FEES

Cargo of all kinds handled by the Port and serviced by ThPA SA dockers and equipment, is classified under the following tariff categories regardless of origin or destination:

#### **CATEGORY I (General Cargo)**

##### **I/A. Cargo in bags**

##### **I/B. Small performance**

###### **I/B.1. Eggcups in bales or pallets**

- Empty suitcases
- Empty tin cans in bales or pallets
- Reed
- Blankets in bales
- Car tires up to 10 kilograms
- Plastic hoses and bottles in bales
- Cigarettes in carton boxes
- Styrofoam and cork in bales
- Paper cones
- Empty barrels
- Seats in bales or pieces.

###### **I/B.2. Tobacco in bales.**

###### **I/B.3. Cars and wheeled vehicles, all types up to 8,000 kilograms**

- Milks, fruits, beverages, glassware and canned food in carton boxes
- Raw hide in bundles or pieces
- Machine accessories and spare parts
- Electrical and electronic material
- Yarns in carton boxes, unpressed
- Glass panels in wooden boxes up to 1,000 kilograms
- Paper in rolls and bales up to 200 kilograms
- Packages not explicitly specified up to 200 kilograms

### **I/C. Average performance**

Loaded barrels over 200 kilograms  
Tobacco, yarn in carton boxes, pressed  
Small trunks in bales  
Iron plates in bales  
Marbles in pallets  
Pig iron in pigs, in bales  
Merchant bars in bales  
Rods and billets up to 3,000 kilograms  
Plywood, veneered panels, laminated wood and hardwood in bales  
Furniture or builders' carpentry timber in bales  
Iron pipes, iron plates, iron rails, wire rods  
Wheeled cargos and crawlers over 8,000 kilograms  
Glass panels in wooden boxes over 1,000 kilograms  
Cargo in pallets, slings or big bags  
Paper in bales or rolls over 200 kilograms  
Packages not explicitly specified over 200 kilograms

### **I/D. High performance**

#### **I/D.1. Tree-trunks**

Raw marble in blocks  
Rods & billets, per piece, over 3,000 kilograms  
Iron rods for building construction in bales  
Iron slabs  
Iron plates, rods & billets, in bales over 10,000 kilograms  
Iron bars, iron rods, iron angles in bales  
Packages not explicitly specified over 10,000 kilograms

#### **I/D.2. Iron coils**

**CATEGORY II (Dry bulk cargo with crane-grab, orange peel or magnet)**

**II/A Minerals - Ores**

Salt, Sand, Fluor-spar  
Gypsum  
Pumice stone  
Kaolin  
Marble pebbles  
Ferro-nickel  
Zinc  
Bulk soil in general  
Ores in general

**II/B Solid Fuel**

Coal  
Coke  
Lignite  
Anthracite

**II/C Cereals, Sugar, Feedstuff, Fertilizers**

Cotton seed cakes  
Cotton seeds  
Oat  
Sugar  
Feedstuff (soybean flour, fish meal, etc)  
Corn  
Barley  
Fertilizers and raw material for the preparation of fertilizers (fluorite, phosphates). etc.  
Rye  
Wheat

**II/D Scrap iron, Pig iron, Sponge iron, Scrap tires**

**CATEGORY III (Bulk cargo with silos conveyors, pneumatic or screw conveyors)**

**Grains and similar**

III/A Corn  
Wheat

III/B Oat  
Barley  
Other similar cargo

**CATEGORY IV    Containers**  
IV/ A – with conventional equipment of ThPA SA or vessel's equipment  
IV/ B – with Ro-Ro ferry vessels

**CATEGORY V    Wheeled cargo handled with Ro – Ro system**  
  
V/A – as merchandise  
  
V/B – as passing means

Note:

Any cargo that is not explicitly mentioned, is classified under a related tariff category in terms of:

- a) nature of cargo
- b) performance and
- c) loading/unloading equipment

## **ARTICLE 15**

For loading/unloading and transfer operations as mentioned under article 2 herein, regular dues are levied and computed depending on the category of handled goods, the degree of difficulty in handling such goods and the mode of the handling operations, as follows:

# TARIFF FOR REGULAR FEES

## TARIFF Number 1

### GENERAL CARGO LOADING/UNLOADING OPERATIONS

(rates in €)

Subheading		Dues calculation unit	On-board works	On-land operations		
Denomination	Category			Delivery via quay	Transfer to or from storage areas	From land transport means to storage area and vice-versa
Cargo in bags	I/A	Ton	25.00	2.20	5.00	12.40
Small performance	I/B1	M3	12.00	1.50	0.70	3.90
» » »	I/B2	Ton	25.00	2.20	6.50	14.60
» » »	I/B3	Ton	28.00	2.20	6.50	14.60
Average performance	I/C	Ton	14.00	1.65	3.40	5.60
High performance	I/D1	Ton	9.00	1.10	2.20	4.50
» » »	I/D2	Ton	7.50	1.10	2.20	3.40
<b>Discounts</b>						
1. Pre-slung cargo			5%	-	-	-
2. Cargo under Category I, loaded/unloaded using mechanical equipment and personnel of third parties (only during for the work phase)			-	-	40%	40%
3. Coils – iron slabs regardless of their weight and iron sheets, iron beams, billets, rods in bales over 10 tons transported with flat trucks or railwagons (only for the work phase)			-	-	-	25%
4. Cargo under Categories I/C, I/D1 and I/D2, <u>handled with Ro-Ro ferry vessels</u> , however with the usual conventional cargo stowage in the vessel's areas, when directly loaded from the vessel to land transport means or transferred to ThPA SA storage areas and vice-versa a) using mechanical and transport equipment of the vessel, without participation of dockers b) when using mechanical equipment of ThPA SA, the above discount of 50% is granted but the fees for the use of mechanical equipment per hour of work are paid without discount.			50%	-	-	-
5. Cargo under Categories I/C, I/D1 and I/D2 for quantities exceeding 20,000 tons per year, for the on-board work phase			10%	-	-	-

Note: When cargo under category I is loaded/unloaded with mechanical equipment of third parties, after the permission of Operational Units General Directorate, at the work phase: On land operations, Transfer to or from storage areas, a 40% discount is granted.

## **Surcharges**

1. Operations in deep tanks, lockers, passageways	50%	-	-	-					
2. Operations on reefers (under +4°C)	100%	100%							
3. Category I/A Cargo in bags with placement of cargo in awaiting land transport means	20%	-	20%	20%					
4. Stacking of Category I/A and I/B cargo on land transport means at a height over 1.50 m, on total quantity	-	-	-	25%					
5. Cargo under Categories I/A and I/B loaded/unloaded from the rear door of closed trucks	30%	-	-	50%					
6. Cargo under Categories I/A and I/B, loaded/unloaded from closed rail wagons:									
- from the top part of the rail wagons	50%		-	25%					
- from the side door of the rail wagons	50%	50%		50%					
7. Category I/C cargo in pallets, big bags, slings and Category I/D2 cargo for on-land operations using mechanical equipment and dockers of ThPA SA	-	-	-	50%					
8. Same as above other cargo under Category I/C and cargo under Category I/D1	-	-	-	100%					
			-	-					
<b>9. Flammable or hazardous cargo</b>									
Per IMO class									
IMO class	1.1, 1.2, 1.3, 1.4, 1.5, 1.6	2.1, 2.2, 2.3	3	4.1, 4.2, 4.3	5.1,5.2	6.1, 6.2	7	8	9
Surcharge %	100	40	40	40	40	40	100	40	20

## **Other provisions:**

- 1) For Category I/A cargo in bags, the rate of on-board operations per ton applies for the case of delivery of cargo to waiting land-transport means by undoing the slings without placement.
- 2) For cargo under Tariff Categories I/C, I/D1 and I/D2, for on-land operations, dues are calculated on the basis of the indicated rates and discounts only in the cases of loading/unloading of such cargo using forklifts and forklift operators of ThPA SA (without the participation of dockers).
- 3) For the loading/unloading of supporting bases for coils using forklifts of ThPA SA without the participation of dockers, only the fees for the use of forklifts per hour are paid.
- 4) In exceptional cases, when ThPA SA's mechanical equipment cannot handle overweight packages and the handling operation is carried out using private mechanical equipment, no discount is granted on the total handling operations rate.
- 5) Cargo under tariff categories I/C, I/D1 and I/D2 provisionally deposited on the quay, can be delivered until the business day following the end of the vessel unloading operations, against payment of only storage and delivery charges 'via quay'.
- 6) For cargoes in palettes, slings or big bags and "iron wire in coils over 1ton", which belonged to Category I/C, the "on board works" rate is **€10.5/ton**. In all other cases of these cargoes, the Category I/C provisions are applied.

## TARIFF Number 2

### DRY BULK CARGO LOADING/UNLOADING OPERATIONS

**Using crane and grab, orange peel or magnet**  
(rates in €)

Subheading		Dues calculation unit	On-board works	On-land operations					
Denomination	Category			Delivery from the quay or storage areas to land transport means					
Ores – minerals	II/A	Ton	4.50	0.44					
Solid Fuel	II/B	Ton	4.60	0.53					
Grain – Sugar Feedstuff - Fertilizers	II/C	Ton	4.70	0.53					
Scrap – Pig Iron – Sponge Iron – Scrap tires	II/D	Ton	6.20	1.00					
<b>Surcharges</b>									
1. Fishmeal, meat meal or other flour milled feedstuff, save for soya-bean flour			20%						
2. Metallurgical coarse coke (Category II/B)			50%	50%					
3. Flammable or hazardous cargo									
Per IMO class									
IMO class	1.1, 1.2, 1.3, 1.4, 1.5, 1.6	2.1, 2.2, 2.3	3	4.1, 4.2, 4.3	5.1,5.2	6.1, 6.2	7	8	9
Surcharge %	100	40	40	40	40	40	100	40	20

#### Notes

1. For unloading dry bulk cargo from the vessel's hold to land transport means, the use of hopper is:
  - compulsory for category II/C cargo
  - at the discretion of the competent service unit for cargo under categories II/A and II/B.
2. Customers transporting solid bulk cargoes and in general cargoes that can cause environmental burden due to the mode of loading/discharging and especially when private means are used are responsible for taking the necessary measures to avoid the diffusion of cargoes and aerosol formation. In the event that the appropriate measures are not taken by the Customers, ThPA SA will take these measures and their cost will be charged to the Customer.

#### **Note (valid for the Tariffs number 1 and number 2):**

1. When the vessels to be loaded/unloaded have gear that can be operated only by the vessel's personnel and not by ThPA dockers, and provided ThPA SA is unable to undertake the particular operation, use of the vessel's gear is permitted.
2. In exceptional cases and upon the approval of the Operational Units General Directorate, private cranes are allowed into ThPA SA premises for loading/unloading operations, when ThPA SA is unable to provide such services.
3. In the above cases (1 and 2), a discount of 10% is granted on the rate of the respective tariff related to the on-board work phase.



## TARIFF Number 3

### A. BULK GRAIN CARGO LOADING/UNLOADING OPERATIONS

Using conveyors of the silo complex, pneumatic or screw grain conveyors

(rates in €)

Cargo Distinction		Dues calculation unit	From vessel to vessel or to land transport means through the pylon	From vessel to cells and vice-versa	From cells to land transport means and vice-versa
Denomination	Category				
Corn, Wheat	III/A	Ton	3.50	2.80	1.80
Oat, Barley and other similar goods	III/B	Ton	4.00	3.20	1.90
<b>Discounts</b> Companies that declare in writing they are going to trade over 50.000 tons of grain through the Silo complex from the 1 <sup>st</sup> of January to the 31 <sup>st</sup> of December, are granted a discount based on the total quantity handled and on the storage dues.			-	20%	20%

#### 1. Other provisions

1.1) For the loading/unloading of grains from closed rail wagons into storage areas of ThPA SA, using pneumatic conveyors, the fees corresponding to vessel – land transport means through pylons, are assessed.

These dues are also collected when loading grains with the use of pneumatic or screw conveyors from the quay to the vessel, as well as when unloading from the vessel to land transport means.

1.2) Delays or idleness of the silo conveyors due to a default of the vessel, the cargo, the consignee or the consignor burden the latter with an amount of **€40.00** per hour

A fraction of the hour exceeding 30' is computed as a full hour.

1.3) Collection, packing into bags, removal and destruction of the grain chaff are carried out at the liability and expenses of the consignee.

1.4) The cost of disinfection, fumigation or deodorization of the silo cells or other storage areas, as well as the level of consequential damages occurring during such operations due to the idleness of the facilities, is defined by the competent service bodies of ThPA SA and charged to the responsible parties.

1.5) On exceptional occasions and upon the approval of the Operational Units General Directorate, the use of private screw or pneumatic conveyors is permitted, provided ThPA SA is not in position to handle the cargo. In such cases, a discount of 10% is granted over the respective loading/unloading operations.

1.6) The use of ThPA SA' screw conveyors is permitted by third parties. In such cases, for the loading of grains, at the work phase from the quay to the vessel, it is charged by ThPA SA **€3.30 / ton.**

#### 2. Additional works:

Transfer from cell to cell:

2.1) – Corn, wheat per ton € 0.50

2.2) – Oat, barley and other similar cargo per ton € 0.60

## TARIFF Number 4

### CHARGES FOR ADDITIONAL WORK ON THE VESSEL OR THE QUAY AT THE CONVENTIONAL PORT

1. For sorting with transfer and restacking, upon the request of the consignees, and beyond the level foreseen in the analysis of duties, the corresponding dues related to handling operations from land transport means to storage areas and vice-versa under tariff number 1 are assessed.	
2. Separate entrance, exit, loading works, as the case may be	Per ton € 3.50
3. Packaging and weighing of goods that have been damaged (protocol)	Per ton € 5.00
4. Verification	Per package € 1.00
5. Printed forms, personal belongings, luggage, samples not exceeding three (3) in number and fifty (50) kilograms in weight, without other charge.	Per package € 2.00
6. For bearer works executed by the dockers of ThPA SA during the control of Non Community goods by the Customs Service before their placing in temporary import state, in free circulation or in consumption, for the quantity that has been controlled.  (Minimum weight limit, 1,000 kilograms)	Per ton € 5.00
7. Weighing  7.1) <i>A discount of 40% is granted</i>  7.1.1) for cargo of industries, over 20,000 tons per year  7.1.2) for EU cargo under category II & III that immediately leaves (by sea) the EU customs territory  7.1.3) for Category II/A cargo of domestic origin, from / to Greek ports or public service lines  7.2 Overtime surcharge: 50%	Per ton € 0.32
8. Use of hopper	Per ton € 0.55
9. Rail wagon maneuvers (for the whole quantity handled)	Per ton € 0.30

10. Should re-enforcing personnel be employed in addition to the gang	
- for each re-enforcing person	1 port day wage
- for mechanical equipment	The mechanical equipment at hourly hire rate
10.1 Re-enforcing personnel is foreseen in the following cases:	
10.1.1) Loading/unloading in storage compartment	Re-enforcing persons 4
10.1.2) Loading/unloading in tween or orlop decks	Re-enforcing persons 4
10.1.3) Loading/unloading calculated upon opening of holds:	
10.1.3.1) More than 3.50 and up to 5.50 meters	Re-enforcing persons 2
10.1.3.2) More than 5.50 and up to 7.50 meters	Re-enforcing persons 4
10.2) The decision concerning the concurrence of the above conditions for the assignment of re-enforcing personnel as well as for the handling of situations not foreseen in these present, belong exclusively to the competent service unit of ThPA SA	
10.3) The port day wage is determined as the day wage of the 28 <sup>th</sup> insurance class, increased by 32% to cover holiday and vacation allowances and by 32.32% to cover the employer's contribution to the Social Security Institution. The port day wage is automatically adjusted according to the percentage of increase of the day wage, as foreseen each time by the General National Labour Collective Agreement. The numeric value of the port day wage is announced at the beginning of each year by the Operational Units General Directorate.	
12. Shifting – Transshipment of general or bulk cargo	
12.1) In the cases of shifting or transshipment of cargo from the vessel's hold or deck to the hold or to the deck of the same or of another vessel, the charges are:	
12.1.1) For direct transshipment, the respective charges for on-board operations	
12.1.2) For transshipment via quay, the respective charges for on-board operations multiplied by two	
12.2) Transshipment of cargo from truck to truck is assessed as on-land operation increased by 50%.	

**TARIFF Number 5**

**CONTAINER LOADING/UNLOADING/ADDITIONAL OPERATIONS IN CONVENTIONAL PORT**

**A – Using vessel’s means or ThPA SA conventional means**

(rates in €)

1. All the “Container Terminal Tariff Book 2019” rates are valid for every service provided and for all types of vessels including the conventional ones.
2. When using the GOTTWALD mobile crane for loading/unloading containers upon the request of the interested parties, the vessel is assessed the lump sum of €300.00 and:
  - 2.1 for vessels only carrying containers, the minimum number of loaded/unloaded containers per hour is set at 12. If the actually loaded/unloaded containers are less than 12, the difference is calculated and assessed as for empty 20’ containers,
  - 2.2 for vessels with combined cargo, if the loaded/unloaded containers are less than 12, the exact number of loaded/unloaded containers is assessed.
3. Should containers are not directly delivered for exit from the port land gates, they are transferred by ThPA SA to the Container Terminal without previous notification of the Shipping Agents and Shipping Companies, which are then assessed for the moving and transferring expenses, according to the “Container Terminal Tariff Book 2019”.
4. Every containership that is being loaded/discharged at the Conventional Port, is allowed, permitting ThPA operational needs, to operate after the Conventional Port normal hours, as well as Sundays and Holidays, without OT surcharge, according to Article 17.
5. For containerships being operated at the Conventional Port, using its own means and personnel, is granted a discount of 35% of the corresponding tariffs.
6. The establishment of the conditions for the operation of containerships in the Conventional Port is carried out by the General Director of Operational Units.

**C. – For Roll on – Roll off vessels.**

(rates in €)

Containers Category	On-board operations		
	Loaded		Empty
	Import	Export	
IV/C up to 20’	50.00	37.00	30.00
IV/C up to 45’	70.00	52.00	42.00

1. The tariff also applies in the cases where the lifting and transfer of containers in the vessel’s hold and on quay are carried out using mechanical and transfer equipment of the vessel or of the shipping agency.
2. The tariff is increased in the cases of:
  - 2.1. Disposal of mechanical equipment of ThPA SA in the vessel’s hold by 20%
  - 2.2. Disposal of mechanical equipment of ThPA SA on land by 15%
  - 2.3. Disposal of tractor, trailer or goose neck of ThPA SA by 15%
  - 2.4. Disposal of all mechanical and transfer equipment by ThPA SA by 40%
3. In the conventional port, the possibility is given for direct handling of containers from land transport means to vessel and vice-versa.

## TARIFF Number 6

### WHEELED CARGO LOADED/UNLOADED VIA THE RO-RO SYSTEM

**A.** For wheeled vehicles or equipment transported by vessel and loaded/unloaded **by their own power and operator** via Ro-Ro, the following are due:

Wheeled cargo as merchandise		Invoice unit	Work phases	
classification	category		Vessel to storage facilities and vice versa	Storage facilities to city and vice versa
Motorcycles, three wheelers	V/A1	Unit	€ 8.35	€ 2.80
Wheeled vehicles up to 3,000 kg	V/A2	-//-	€ 16.65	€ 5.60
Wheeled vehicles from 3,001 to 8,000 kg	V/A3	-//-	€ 29.70	€ 11.20
Wheeled vehicles, crawler tractors, road-construction equipment from 8,001 to 40,000 kg	V/A4	-//-	€ 59.90	€ 16.80
Heavy vehicles and equipment from 40,001 to 100,000 kg	V/A5	-//-	€ 95.20	€ 22.40
Heavy vehicles and equipment over 100,000 kg	V/A6	-//-	€ 280.00	€ 56.00

**1) Surcharges:**

1.1) In cases where personal (drivers, operators) is provided by ThPA SA:

1.1.1) During normal working hours

**50%**

1.1.2) During overtime hours

**100%**

1.2) Crawler tractors loaded/unloaded by self-power via Ro-Ro not being transported on carriers or trailers or without protective track covers **100%**

**B.** For wheeled vehicles of any nature, loaded or empty, as well as equipment transported by ferry vessels loaded/unloaded **by their own power and operator** via Ro-Ro, from quays 10 to 28 of the Commercial Port, the following are due:

Wheeled cargo as passing means		Invoice unit	Work phases
Classification	Category		Vessel to city and vice versa
Motorcycles, three wheelers	V/B1	Unit	€ 6.70
Wheeled vehicles up to 3,000 kg	V/B2	-//-	€ 13.35
Wheeled vehicles from 3,001 to 8,000 kg	V/B3	-//-	€ 23.75
Wheeled vehicles, crawler tractors, road-construction equipment from 8,001 to 40,000 kg	V/B4	-//-	€ 47.95
Heavy vehicles and equipment from 40,001 to 100,000 kg	V/B5	-//-	€ 76.20
Heavy vehicles and equipment over 100,000 kg	V/B6	-//-	€ 224.00

**1) Surcharges:**

1.1) Crawler tractors loaded/unloaded by self-power via Ro-Ro locomotion not being transported on carriers or trailers or without protective track covers **100%**

**2) Notes**

2.1) Two (2) days of parking are provided free of charge. The day starts at 00.01 and ends at 24.00. A portion of a day is calculated as one full day.

2.2) Vehicles belonging to armed forces and military or peacekeeping missions (KFOR, United Nations, et. al.) are also subject to the said tariff.

2.3) Stays longer than the provision of free parking are charged according to the tariff of charges for storage of wheeled cargo, Tariff Number 9 in the Annexes.

## ARTICLE 16

### ANALYSIS OF REGULAR CHARGES

1) The following are included in the tariffs of regular charges of Article 15 of the present regulation:

**1.1) During the on-board work phase:**

- 1.1.1) Cargo dues
- 1.1.2) Dockers' fees
- 1.1.3) Supervision and management of the work
- 1.1.4) Use of electric or mobile cranes
- 1.1.5) Use of screw conveyors, pneumatic conveyors or silo conveyor units for on-board work in tariff No.3
- 1.1.6) Provision of hoist operators
- 1.1.7) Use of loading/unloading equipment and claws, forked or magnetic
- 1.1.8) Distribution of the cargo into sections, as described in the transport documents
- 1.1.9) Cleaning of the holds in connection with on-board work in tariffs No. 2 and No. 3
  - ThPA SA must provide, for the cleaning of the holds:
  - For vessels with cargo up to 3000 tons, up to four (4) dockers
  - For every 1000 tons over 3000 tons, one (1) docker in addition to the four
- 1.1.10) Small transfer of cargo in order to free up the quay during the unloading phase of the vessel due to operational needs (according to the judgment of the respective service unit).

**1.2) During the work phase on-board – land transport means through the quay and vice versa**

In addition to the inclusions of paragraph 1.1, the use of mechanical means (forklifts, loaders, et. al.) for dockside work.

**1.3) During the quay–storage facilities work phase and vice versa**

- 1.3.1) Dockers' fees
- 1.3.2) Supervision and management of the work
- 1.3.3) Use of mechanical and transportation means

**1.4) During the work phase storage facilities – land transport means – city and vice versa**

- 1.4.1) Fees related to the use of port facilities (infrastructure dues)
- 1.4.2) Dockers' fees
- 1.4.3) Supervision and management of the work
- 1.4.4) Use of mechanical means, mobile crane and loading/unloading equipment
- 1.4.5) Use of conveyor unit or hopper bottomed silo as well as pneumatic conveyors

**1.5) In addition to the above fees**

All tariffs of regular charges include a corresponding amount for port administration and operation costs.

**2. - The regular charges of Article 15 of the present regulation do not include:**

- 2.1) Use of barges
- 2.2) Use of the GOTTWALD mobile crane, except for cases where it explicitly indicated in the tariff of hire of mechanical means (Tariff number 6 paragraph 1.2.6 in the Annexes).
- 2.3) Use of mechanical means inside vessel holds or for the accumulation of cargo in storage facilities.
- 2.4) Rail wagon manoeuvres.
- 2.5) Use of hopper.

## ARTICLE 17

### OVERTIME CHARGES

For overtime work [as described in] article 6 of the present Regulation, fees are assessed, as determined by the following tables.

#### 1) Table of overtime surcharges for General and Bulk cargo.

Work Days	Vessel-storage facilities and vice versa	Land transport means to storage facilities and vice versa	Amount of surcharge %	Tariff Category	Notes
Monday- Friday	From 22.00	From 15.00	75	I\A, I\B, I\C	In transit cargo Cat. I and cargo of Category II during the phase land transport means – storage facilities and vice versa from <b>22:00</b>
	»	»	50	I\D1, I\D2, & III	
Saturday	From 15.00	From 0.800	75	I\A, I\B, I\C	In transit cargo and cargo of Category II during the phase land transport means – storage facilities and vice versa from <b>15:00</b>
	»	»	50	I\D1, I\D2, & III	
Sunday Holidays	From 08.00	From 08.00	75	I\A, I\B, I\C	
	»	»	50	I\D1, I\D2, II & III	

#### 2) Table of overtime surcharges for Containers in Conventional Port

Work Days	Vessel-storage facilities & vice versa	Mechanical means to storage facilities & vice versa	Amount of surcharge %	Tariff Category
Monday- Friday	From 22.00	From 22.00	50	I\V
Saturday	From 15.00	From 15.00	50	I\V
Sunday Holidays	From 08.00	From 08.00	50	I\V

#### 3)

3.1) For dockside overtime work carried out by individual contractors [the following] are due:

- the tariffs itemized in the tariff of regular charges number 1 discount 2

- the tariffs for employment of the ThPA SA supervisor, hourly

**€ 32.00**

3.2. In the event where ThPA SA personnel is employed for activities for which overtime fees are not due, an hourly rate per each employee shall apply

**€ 32.00**

3.3. During loading/unloading or weighing of small quantities or in non satisfactory performance, an hourly rate per employee (supervisor, weighing operator), shall apply after offsetting the fees per ton, m<sup>3</sup> or unit

**€ 32.00**

## ARTICLE 18

### DELAYS – CANCELLATIONS

In the event of work delay or cancellation caused by the vessel or the cargo, as detailed in paragraphs five and six of article 6 of the present regulation, fees shall be due, as determined by the tariffs:

#### **1. Charges for Delays**

1. 1. In the event where delays in loading/unloading activities during the shift occur or small quantities are loaded, due to liability of the vessel or cargo, the fees foreseen by the tariff for cancellations shall be assessed, after subtracting the amount resulting from the quantity that was loaded/unloaded by the rate per ton, separately for each gang.

1.2. Vessels that have docked at the quays of the Conventional Port and have concluded their loading-unloading activities, are required to depart from the quays no later than within one (1) hour from the conclusion of their activity.

Their stay may be extended only if the unhindered service of vessels that had been scheduled to be serviced is possible. The request must be made by the Shipping Agent to the Port Operations Coordination Department and must mention the reasons necessitating the extension of the stay.

Every stay beyond one (1) hour of the approved extension is deemed to be unwarranted and entails the payment of € **560.00** per hour of delay.

In extenuating circumstances which cannot be foreseen (vessel mechanical problem, lack of pilots), in order for the written request for extension of the vessel's stay to be timely submitted, within the working hours of the Port Operations Coordination Department, it shall be submitted to the Planning Department of the Container Terminal.

The determination of a violation is made in any instance by the Port Operations Coordination Department, with the concurring opinion and co-signature of the Director of the Conventional Port, while the collection of fees for an unwarranted staying [is made] by the of Conventional Cargo Department.

#### **2. Charges for Cancellations**

##### **2. 1 During regular work hours**

In the event of late cancellations of bookings for gangs and mechanical means, fees are due for the number of dockers and operators required who were scheduled for the service of the shipment, *as per one port day wage*.

If the late cancellation request for the 2nd shift is placed between 13.01 until 14.00 hours, 50% of the fees described in the previous paragraph is collected.

##### **2.2. During overtime work hours**

In the event of late cancellations of bookings for gangs and mechanical means, fees are due for the number of dockers and operators required who were scheduled for the service of the shipment:

- For the 2<sup>nd</sup> shift on Saturday: one day wage increased by **25%**
- for Sundays and Holidays: one day wage increased by **50%**

#### **3. Other Tariff Provisions**

3.1. A fraction of an hour that does not exceed thirty (30) minutes, as a total delay, shall not be charged. A fraction of an hour exceeding thirty (30) minutes is calculated as a full hour.

3.2. A vessel at berth, where loading/unloading activities are ongoing, and of which the captain does not proceed to the required small shiftings of article 4 par. 3 of the present Regulation at least one (1) hour before the beginning of the shift, in spite of the timely written or electronic notification by the Port Operations Coordination Department of ThPA SA, which results in the delay or cancellation of the berthing of another awaiting vessel, shall be assessed, in addition to the relevant surcharge, the cost corresponding to the time delay or cancellation for the dockers and equipment operators who had been made available to the awaiting vessel.



3.3. The same shall also apply for a vessel at berth, which has concluded its loading/unloading activities and has not departed within one (1) hour, resulting in the delay or cancellation of a scheduled loading/unloading of another awaiting vessel.

3.4. In the event of delay or cancellation of work activity due to force majeure (adverse weather conditions, power outage due to a Public Power Company problem, strike and other unforeseen events) the contracting parties are released 100% from the obligation to pay the fees prescribed by the tariffs of article 18.

## ARTICLE 19

### SPECIAL CHARGES

These are assessed pursuant to an agreement between the in charge Department Heads and Directors and the interested parties and upon the approval of the General Director of Operational Units, in the following situations:

1. In case of damaged vessels or shipments and provided that ThPA SA will allow work activities on same.
2. For difficult operations involving the loading/unloading of general or bulk cargo, e.g. unloading of scrap from closed wagons.
3. In case of loading/unloading activities that are conducted under particularly unfavourable conditions, relating to the type of cargo or the method of its transfer, and which comprise a heavy economic burden on ThPA SA
4. If no agreement can be reached between ThPA SA and the interested parties regarding the unloading and the removal of damaged cargo, the interested parties may execute this activity with their own legally employed workers, upon payment of cargo dues, per ton **€ 3.00.**

## SECTION THREE

### Article 20 Cargo dues and port infrastructure dues

## SPECIAL TARIFFS

1 <sup>st</sup> Special tariff	Wheeled vehicles parked in open areas until their cargo is cleared from customs before direct exit
2 <sup>nd</sup> Special tariff	Loading/unloading of bulk cargo using pipes and pumps
3 <sup>rd</sup> Special tariff	Loading/unloading, stabling and weighing of livestock
4 <sup>th</sup> Special tariff	Transiting of vehicles of all kinds and of passengers through the quays

## ARTICLE 20

### CARGO DUES AND PORT INFRASTRUCTURE DUES

For the maintenance, improvement and use of the port and of the port infrastructure, the coverage of part of the port administration and operation costs, keeping the warehouse registers and other similar scopes related to the improvement of port services, ThPA SA collects from the users of the port:

**1. Cargo dues, which are** assessed against all cargos that are unloaded, loaded, transhipped or handled in any manner from land or sea within the limits of the port. Cargo dues are payable each time the cargos cross the quays.

**2. Infrastructure dues, which are** assessed against all cargos that arrive and depart with land transport means through the terrestrial gates of ThPA SA, without crossing the quays.

For the unloading of dry bulk cargos from tipping land transport means and subsequent reloading of the cargo on land transport means and exit from the terrestrial gates of ThPA SA, infrastructure dues are payable,

per ton

€ 0.30.

**3. The computing unit for the dues is:**

- The ton for general and bulk cargos.
- The piece for wheeled cargos.
- The head for livestock.

#### Note

In the tariffs of article 15 herein, these dues have been incorporated in the respective rates. Concerning the special tariffs, the above dues are payable separately.

## 1<sup>st</sup> SPECIAL TARIFF

### WHEELED VEHICLES PARKED IN OPEN AREAS UNTIL THEIR CARGO IS CLEARED FROM CUSTOMS BEFORE DIRECT EXIT

1. Trucks holding a TIR carnet, an ATA carnet, a T1, T2 or other transport document, entering the outdoor areas of the Free Zone for customs clearance of their cargo and direct exit, are assessed for use of port infrastructure and stay:

- Up to 2 indivisible days, per truck with general cargo:

Up to 2,500 kilograms € 20.00

Over 2,500 kilograms € 25.00

- For a stay exceeding 2 days, per day and per loaded truck:

Up to 2,500 kilograms €6.00

Over 2,500 kilograms € 12.00

The above rates include the customs sample control duties.

1a. Trains entering the outdoor areas of the Free Zone for customs clearance of their cargo and direct exit, are assessed for use of port infrastructure and stay:

• Up to 2 indivisible days, per wagon: € 1 /ton + VAT

• For a stay exceeding 2 days, per wagon and per day: € 1 /ton + VAT

• In case of a train needed to move inside the ThPA port facilities, the charge shall be the one referred to Tariff No 4: € 0,30/ton + VAT.

If there is no availability of train servicing, ThPA SA may not allow the train to enter or request its direct exit from its facilities.

#### 1.1. Discounts

1.1.1. If the day following the 2-day stay is a Saturday, Sunday or Holiday **50%**

1.1.2. More than 100 trucks per year of the same liable payer **20%**  
(The discount is valid as from the 101<sup>st</sup> truck).

1.1.3. More than 500 trucks per year of the same liable payer **20%**  
(The discount is valid as from the 501<sup>st</sup> truck).

2. Passenger cars or trucks entering the gates to the Free Zone outdoor areas for customs formalities (the car being merchandise) and exiting using their own power and driver, are assessed for the use of port infrastructure and one (1) day stay:

- Passenger cars and jeeps, up to 3,000 kilograms **€ 10.00**

- Trucks **€ 20.00**

A stay exceeding one day is charged according to the wheeled cargo storage rate of Tariff 9 of the Annexes.

3. Trucks entering predefined port area outside the Free Zone for export customs procedures of their cargo and direct exit, are assessed for use of port infrastructure and stay:

For stay during the working hours of the same day up to 3,500 kilograms **€ 8.13**

For stay during the working hours of the same day over 3,500 kilograms **€ 11.38**

For stay exceeding normal working hours for all types of trucks **€ 7.32**

Working hours will be defined by the company with an administrative circular.

## 2<sup>nd</sup> SPECIAL TARIFF

### LOADING/UNLOADING OF BULK CARGO USING PIPES AND PUMPS

1. To unload bulk cargos using pipes and pumps, from tankers or silo vessels into tank vehicles or rail tank wagons or to storage tanks and vice-versa, cargo dues are collected, without overtime surcharge, as follows:

1.1. Wine, oil, molasses	per ton	<b>€ 2.00</b>
1.2. Liquid chemicals of categories I and II	per ton	<b>€ 2.00</b>
1.3. Liquid chemicals of categories III and IV	per ton	<b>€ 2.50</b>
1.4. Cement	per ton	<b>€ 1.30</b>

2. Vessel berthing and cargos handling are carried out according to the terms and conditions:

- of the General Port Regulation (GPR) number 18, Government Gazette 12B' / 18.1.1999,
- of the General Port Regulation number 25, Government Gazette 219B' / 6.3.2001 and
- of resolution number 26203/5.4.1999 of ThPA SA Board of Directors.

3. ThPA SA does not accept liquid chemicals of category V, (liquid chemical substances that are inflammable and toxic), carried with tankers from / to tank vehicles or from / to rail tank wagons, according to article 19 of the GPR number 18 and the relevant resolutions of ThPA SA Board of Directors, neither does it accept liquid fuel.

4. The provisions of the GPR number 18 do not apply to loading, unloading or transfer of liquid asphalt (article 2 par. 2 of the GPR), which falls under case 1.2, tariff wise.

5. The respective charges of paragraph 1 are assessed against pumping of liquid cargos from containers – tanks into tank vehicles, rail tank wagons or storage tanks.

6. Infrastructure dues are charged for the filling of storage tanks from tank vehicles, and then the cargo delivery with tank vehicles and exit through ThPA gates amounting to **€0.30** per ton.

7. Charges are not collected:

- for the unloading of liquid cargos, chemical or not, from tank vehicles to storage tanks within the Port (to be further loaded on vessels), and
- for the receipt of liquid cargos, chemical or not, (unloaded from vessels into storage tanks within the Port), by tank vehicles and exit from ThPA gates.

### 3<sup>rd</sup> SPECIAL TARIFF

#### LOADING/UNLOADING, STABLING AND WEIGHING OF LIVESTOCK

All works are carried out by workers and means of the interested parties, against the payment of port infrastructure dues and cargo dues, per head, as follows:

1. **Port infrastructure dues and cargo dues** (per head)

	From land transport means to stables and vice-versa. €	From land transport means to vessels and vice-versa. €
Sheep & goat	<b>0.15</b>	<b>2.00</b>
Cattle - horses	<b>0.70</b>	<b>5.00</b>

2. **Stabling fees** (per day of stay and per head):

Rates in €		
Days of stay	Sheep & goat	Cattle
1 – 5	<b>0.10</b>	<b>0.50</b>
6 – 10	<b>0.20</b>	<b>1.00</b>
11 and more	<b>0.30</b>	<b>1.30</b>

3. **Weighing and weighing again fees** (per head)

- Sheep & goat	<b>€0.15</b>
- Cattle - horses	<b>€0.30</b>

4. The port infrastructure dues of work phase: from land transport means to stables and vice-versa, are also assessed in the cases:

- of waiting of loaded cars, without unloading the livestock and
- Trans-shipment of livestock directly from car to car, using a ramp.

## 4<sup>th</sup> SPECIAL TARIFF

### PASSING OF VEHICLES OF ALL KINDS AND OF PASSENGERS THROUGH THE QUAYS

#### 1. SPECIAL FEE FOR THE PASSING OF VEHICLES OF ALL TYPES THROUGH THE QUAYS

1.1. Vehicles of all types boarding passenger vessels, passenger ferries in regular service, through the quay ramps of the passenger Port, using their own power and driver (Ro-Ro), irrespective of place or country of destination, are assessed a **special vehicle passing fee amounting to 5% of the fare rate**. The special passing fee shall be used in the modernization, the improvement of port infrastructure, the use of the Port and other similar purposes related to the improvement of the port services.

1.1.1. State vehicles pay 25% of the above fee.

#### 2. SPECIAL FEE FOR THE PASSING OF PASSENGERS

2.1. Every passenger boarding a passenger vessel, a ferry vessel and a hydrofoil boat in regular service, irrespective of place or country of destination or a waterbus in service, is assessed a **special boarding fee amounting to 5% of the ticket rate**. The special passing fee shall be used in the modernization, the improvement of port infrastructure, the use of the Port and other similar purposes related to the improvement of the port services.

2.1.1. In case that the port of embarkation is not specifically referred to a waterbus service ticket, the special boarding fee is assessed, both, on embarkation and disembarkation of passengers in the Thessaloniki port amounting to **2,5% of the ticket rate**.

2.2. Every passenger participating in a cruise of more than one day (such is a cruise aboard a passenger vessel or a cruise vessel lasting at least 24 hours and including at least one overnight) is assessed:

2.2.1. Boarding or landing fees (provided the port is the port of departure or the port of arrival of the passenger):

per passenger **€1.60**

If ThPA SA is the port of departure and the last port of the cruise, only boarding fees are collected.

2.2.2. A passing fee for passengers of passenger vessels or cruise vessels that call at the Port for a few-hour stay and in any case for less than 24 hours, and who disembark for sight-seeing:

per passenger **€ 0.75**

2.2.2α A discount, from the first passenger, is granted to the cruise-ships belonged to the same Group, according to the table below:

Passengers per year	Discount	Fee per passenger
7.001-15.000	10%	€ 0.675
15.001-20.000	15%	€ 0.638
20.001 <	20%	€ 0.600

#### 3. CAR PARKING FEES

3.1. Free parking is granted before the scheduled departure of the vessel:

- 24hours, for the trucks and trailers
- 3 hours, for the private and commercial passenger cars that will board on the aforementioned passenger and ferry vessels

3.2. Vehicles of any nature exiting through the ramps of the quay of the passenger Port, from passenger vessels and ferries in regular service, using their own power and driver (Ro-Ro), irrespective of place or country of destination, are exempted from the payment of parking fees, provided they leave



the port directly.

- 3.3. Unaccompanied trailers, exiting through the ramps of the quay of the passenger Port from passenger vessels and ferries using tractor (Ro-Ro), irrespective of place or country of destination, are exempted of the payment of parking fees, provided the tractor moves continuously towards the direct exit from the port.
- 3.4. All vehicles of paragraph 3.1, exceeding the above deadlines, as well as vehicles of all nature of par. 3.2. and 3.3. that do not move away immediately, are assessed as follows:
- 3.4.1. Motor cycles, three wheelers:
- up to 450 cc  
per vehicle and indivisible 24hour stay: **€0.89**
  - over 450 cc  
per vehicle and indivisible 24hour stay: **€1.77**
- 3.4.2. Private and commercial passenger cars, jeeps, minibuses, campers or caravans, trailers hauled by private cars or buses  
per vehicle and indivisible 24hour stay: **€5.91**
- 3.4.3. Buses – Pullman Buses,  
per vehicle and indivisible 24hour stay: **€17.71**
- 3.4.4. Truck vehicles, semi-trailers or hauled of a length:  
up to 8.5 meters  
per vehicle and indivisible 24hour stay: **€11.80**
- 8.5 meters and above  
per vehicle and indivisible 24hour stay: **€17.66**

#### **4. VEHICLE WEIGHING FEES**

Vehicles of all nature weighed before boarding regular service passenger vessels and ferries, through the quay ramps of the passenger Port, using their own power and driver (Ro-Ro) are assessed, depending on their gross weight, the following fees:

GROSS WEIGHT OF VEHICLE (in kilograms)	€
Up to 10,000	3.54
From 10,001 to 20,000	5.91
From 20,001 to 30,000	9.44
From 30,001 to 39,000	11.80
Over 39,000	14.17

#### **5. MISCELLANEOUS PROVISIONS**

- 5.1. The collection of the special passing fee is assigned to the authorized third parties who retribute it to ThPA SA. Collection and payment are carried out according to the provisions of Law 2575/4.2.98, Government Gazette 23 A/98.
- 5.1.1. Apart from the foreseen penalties of Law 2575/4.2.98, Government Gazette 23 A/98, amounts overdue (deposited after the end of the following month) are also burdened with a surcharge for overdue payment calculated per month according to the percentage in force for debts to the State. One month period is calculated for each month or fraction of month.

- 5.1.2. The surcharge stipulated in par. 5.1.1 is compulsorily collected upon settlement of the overdue amount.
- 5.2 The amount related to the discounts on 4<sup>th</sup> Special Tariff herein is returned to the beneficiaries after the end of each calendar year, provided they submit a relevant application along with the respective supporting documents, within the first 2 months of the following year. After the lapse of the 2-month period, applications are not accepted. The discount amount is returned interest-free.
- 5.3. **The fees of paragraphs 2.2, 3 and 4 are adjusted every year by a percentage equal (or otherwise decided by a resolution of ThPA SA Board of Directors) to the Consumer Price Index of the previous 12month period, November – November, as published by the EL.STAT (Hellenic Statistical Authority).** In case of a negative Consumer Price Index, the above Index is considered equal to zero for the adjustment calculation.

## **SECTION FOUR**

### **ANNEXES**

3 <sup>rd</sup> Annexed tariff	Water supply to land facilities
4 <sup>th</sup> Annexed tariff	Telephone and network connection services
5 <sup>th</sup> Annexed tariff	Power supply
6 <sup>th</sup> Annexed tariff	Hire of mechanical means and loading/unloading tools
7 <sup>th</sup> Annexed tariff	Hire of floating means
8 <sup>th</sup> Annexed tariff	Concession of use of private equipment
9 <sup>th</sup> Annexed tariff	Storage in outdoor and indoor areas of:  1. Dry bulk cargo and general cargo  2. Wheeled cargos  3. Grain in silo cells
10 <sup>th</sup> Annexed tariff	Concession of use of areas to third parties:  1. For port activities  2. For exhibitions or other events
11 <sup>th</sup> Annexed tariff	Issuing of documents and duties by ThPA SA
12 <sup>th</sup> Annexed tariff	ISPS Charge

### **APPENDIX**

1 <sup>st</sup> Appended tariff	Granting of entry and parking permits
2 <sup>nd</sup> Appended tariff	Use of private car parking lots and concession of use of areas to third parties

### 3<sup>rd</sup> ANNEXED TARIFF

#### WATER SUPPLY TO LAND FACILITIES

For the supply of drinking water from ThPA SA to land facilities, charges per cubic meter are defined as follows:

1. For the supply of drinking water from the ThPA SA network through a permanent connection to works contractors, restaurants, refreshment areas, companies offices and other activities, the following shall be due:

- Minimum charge per trimester, 10 m <sup>3</sup>	in total	<b>€22.00</b>
- Each m <sup>3</sup> exceeding 10 m <sup>3</sup>		<b>€ 2.20</b>

2. For the water supply from the ThPA SA network to public services that are located in the land-area of the port, the charge of each m<sup>3</sup> of water is equal to the charge given by EYATH (Thessaloniki water supply and sewerage company) surcharged by 50%.

3. When water supply cannot be provided from the existing facilities and a technical work is required to enable the connection, the beneficiary shall also bear the cost of the technical work according to the costing of the Technical Support Directorate.

## 4<sup>th</sup> ANNEXED TARIFF

### TELEPHONE AND NETWORK CONNECTION SERVICES

1. For each new telephone connection in the port area, the fixed charge for connection – disconnection and issuing of the telephone bill is **€25.00**

To public services that are located in the land-area of the port, a 50% discount to the above mentioned charge is granted.

1.1 Telephone units are charged according to OTE (Greek Telecommunications Organization) tariff rates.

2. For each telephone connection of third parties, active within the port, a yearly indivisible charge: **€100.00**

To public services that are located in the land-area of the port, a 50% discount to the above mentioned charge is granted.

#### 3. Network services

3.1 The initial setting of a computer, its connection to the ThPA SA network, shall be assessed a lump sum charge of **one hundred euros (€100)**.

3.2 The installation – in the sense of the previous paragraph – of any additional computer shall be assessed a lump sum charge of **fifty euros (€50)**.

3.3 The clients' use of the network and e-mail services shall be assessed the amount of **ten euros (€10) per month**. If the initial connection to the ThPA SA network is active for more than 15 days (in the first month period) the client is charged €10, otherwise he is not charged. Termination of the connection can be realized only at the end of the month of the client's written termination petition.

3.4 The subscribers to the above service shall obtain an e-mail address free of charge with the possibility of receiving up to 20 MB of incoming mail. Access to the e-mail will be possible from all the computers of the client connected to the network (paragraphs 3.1 and 3.2).

3.5 Should any problem occur in relation to the services provided by ThPA SA to the client, technical support shall be provided by ThPA SA technicians against a charge of **thirty two euros per hour (€32/hour)** and one (1) hour minimum charge.

3.6. Exception to the above is the provision of network services (without the provision of e-mail services) to the lessees of the 1st Pier's warehouses, which is charged with **€ 50.00** per computer connected to ThPA SA network, given that the connection is active for less than 15 days in total. In case the connection is active for more than 15 days the above mentioned articles are applied. This service is provided by written request to ThPA SA by the interested party indicating the time period of the connection.

3.7 **The above rates for network services charges shall be adjusted every year according to the valid rates of the providers of telecommunication services.**

3.8. ThPA SA has the right to terminate the appearance of any inappropriately judged web page.

4. When telephone or network connection cannot be provided from the existing facilities and a technical work is required to enable the connection, the beneficiary shall also bear the cost of the technical work according to the costing of the Technical Support Directorate.

## 5<sup>th</sup> ANNEXED TARIFF

### CHARGES FOR POWER SUPPLY

1. For power supply from the ThPA SA network, through temporary connection to refrigerated vehicles or other installations or mechanisms etc., a fixed connection – disconnection charge is assessed amounting to **€ 35.00**
2. Rate per kilowatt hour **€ 0.20**
- 2.1. For power supply from the ThPA SA network, to public services that are located in the land-area of the port, a 50% discount to the above mentioned charge is granted.
3. When power supply cannot be provided from the existing facilities and a technical work is required to enable the connection, the beneficiary shall, apart from the above fixed charge for connection – disconnection, also bear the cost of the technical work according to the costing of the Technical Support Directorate.
4. When work is carried out on Saturday, Sunday or Holidays, the fixed charge is increased by 50%.
5. For the installation by ThPA SA, where possible, of a mobile oil heating unit, is collected per day and per unit **€ 50.00**.

Oil supply is obligation of the counterparty.

## 6<sup>th</sup> ANNEXED TARIFF

### HIRE OF MECHANICAL MEANS AND LOADING/UNLOADING TOOLS

#### 1. **GOTTWALD HMK 260 EG MOBILE CRANE**

The crane is only available for works within the port area, upon request of the interested parties.

##### 1.1. Hire charges

1.1.1. Lump sum amount for every application for disposal and every travel and return	<b>€ 300.00</b>
1.1.2. Hire charge per hour:	
- For the lifting of bulk cargo	<b>€ 370.00</b>
- For the lifting cargo up to 40, 000 kilograms	<b>€ 370.00</b>
- For the lifting of cargo from 40,000 to 100,000 kilograms	<b>€ 500.00</b>
- For the lifting of more than one (1) cargo	<b>€ 500.00</b>

##### 1.2 Other provisions

1.2.1. For the disposal of the crane for works not related to the service of goods, the hire charge shall be increased by 50%. An application shall be submitted to the Technical Support Directorate and a deposit shall be made amounting to the hire charges (fixed and hire charge per hour).

1.2.2. Working time shall be computed as from the hour of arrival of the crane at the work location and its readiness and shall end when the crane will have been released. Interruptions of work after the beginning shall not be allowed.

1.2.3. When the crane is waiting at the work location defined by the applicant, either before the beginning of the work or during such work without liability of ThPA SA, a percentage of 60% of the amount of paragraph 1.1.2 shall be assessed per indivisible hour.

1.2.4. For the loading/unloading of heavyweight goods that cannot be served by a electric crane and the **GOTTWALD** mobile crane is used, the hire charges mentioned under paragraph 1.1.2 are assessed along with the corresponding charges of the relevant tariff category.

1.2.5. *The above charges shall not be assessed* in the case of breakdown or unavailability of gantry crane, electric crane or mobile crane for loading/unloading operations, and provided the competent service unit considers the use of the GOTTWALD crane possible and necessary in order to handle the cargo.

#### 2. **CRANES (Mobile - Electric)**

##### 2.1. Hire charges

Charges are assessed in the case:

- Of performance of non-loading/unloading operations (lifting – launching of power crafts, etc.)
- Delays during loading/unloading operations.

Mobile cranes		Electric cranes	
Lifting capacity	Per hour euros (€)	Lifting capacity	Per hour euros (€)
Up to 20 tons	75.00	Up to 3 tons	37.50
Up to 30 tons	109.50	Up to 6 tons	45.00
Up to 40 tons	149.25	Up to 10 tons	60.00
Up to 150 tons	199.50	Up to 16 tons	72.00
		Up to 20 tons	90.00
		Over 20 tons	127.50
<b>GANTRY CRANE WITH THE USE OF HOOK</b>			
2. lump sum amount, per application for disposal			€225.00
3. per hour			€208.80

### 3. FORK LIFTS AND LOADERS

#### 3.1 Hire charges

Charges are assessed in the case:

- Of works in vessels' holds, to facilitate loading/unloading operations, further to the request of consignees.
- Accumulation of ores – minerals – coke (loaders), in storage areas.
- Handling of cargos.
- Delays in the performance of loading/unloading operations.

FORK LIFTS		LOADERS	
Lifting capacity	Per hour euros (€)	Horsepower	Per hour euros (€)
Up to 4 tons	32.00	Up to 60 HP	32.00
Up to 6 tons	48.00	Up to 100 HP	48.00
Up to 12 tons	60.00	Up to 150 HP	52.50
Up to 15 tons	67.50	Up to 200 HP	64.50
Up to 18 tons	75.00	Over 200 HP	72.00
Over 18 tons	105.00		
Electric Fork lifts 2 and 4 tons	37.50		

### 4. TRACTORS

Hire charges are assessed in the case:

- Of performance of non-loading/unloading operations
- works where their use is not included in the per ton or per piece fees

4.1 Hire charges per hour **€37.50**

### 5. TRAILERS (PLATFORMS)

Hire charges are assessed in the case:

- of performance of non-loading/unloading operations
- works where their use is not included in the per ton or per piece fees

#### 5.1. Hire charges.

Platform of deadweight capacity up to 10 tons	per hour	<b>€5.00</b>
Platform of deadweight capacity from 11 to 25 tons	per hour	<b>€7.00</b>

### 6. LOADING/UNLOADING TOOLS

Hire charges are assessed in the case:

- of performance of non loading/unloading operations
- Works where their use is not included in the per ton fees

#### 6.1. Grab or magnetic disc

Hire charges

For cranes of lifting capacity up to 6 tons	per hour	<b>€5.00</b>
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For cranes of lifting capacity up to 10 tons	per hour	<b>€6.70</b>
For cranes of lifting capacity up to 16 tons	per hour	<b>€8.50</b>
For cranes of lifting capacity up to 20 tons	per hour	<b>€13.50</b>
For cranes of lifting capacity over 20 tons	per hour	<b>€16.80</b>

## 6.2. Hydraulic manual jacks

Hire charges per hour **€2.70**

## 6.3. Other loading/unloading tools

Hire charges

Rope slings	per hour	<b>€5.00</b>
Wire slings	per hour	<b>€7.50</b>
Flat sheet jib unit	per hour	<b>€7.50</b>
Car loading/unloading unit	per hour	<b>€13.50</b>
Safety nets	per day	<b>€10.00</b>

## 7. WORKS MACHINERY AND TOOLS

Made available further to a request of the interested parties, submitted to the Technical Support Directorate.

### 7.1. Hire charges

#### 7.1.1 With operator and fuel

- Air compressor	per hour	€	<b>50.00</b>
- Shovel loader J.C.B.	per hour	€	<b>64.00</b>
- Crane excavator 1 KY	per hour	€	<b>86.00</b>
- Caterpillar crawler	per hour	€	<b>79.50</b>
- Road roller	per hour	€	<b>70.00</b>
- Grader	per hour	€	<b>79.50</b>
- Vehicle with platform lifting at 12 meters	per hour	€	<b>66.30</b>
- Vehicle with platform lifting at 35 meters	per hour	€	<b>86.20</b>
- Drain cleaning vehicle	per hour	€	<b>70.00</b>
- Garbage collection truck	per hour	€	<b>64.00</b>
- Dumping vehicle 6 tons	per hour	€	<b>64.00</b>
- Dumping vehicle over 11 tons	per hour	€	<b>70.00</b>
- Vehicle with accumulators	per hour	€	<b>50.00</b>
- Rail and road tractor	per hour	€	<b>165.70</b>
- Tractor with goose neck	per hour	€	<b>99.40</b>

#### 7.1.2. Without operator

- Jackhammer	per day	<b>€14.95</b>
- Buoy small	per day	<b>€24.90</b>
- Steel buoy	per day	<b>€64.60</b>
- Split barge (steel)	per day	<b>€89.50</b>
- Welding set, electric saw, spot welder, workshop electric shears, drill common and radial, steel wire press, 200 ton press, surface planer, machining planer, band saw machine, electric welding (stator), oxyacetylene welding appliance (full), milling-cutter	per hour	<b>€ 9.95</b>

## **8. GENERAL PROVISIONS OF THE TARIFF OF RATES FOR THE HIRE OF LOADING/UNLOADING MECHANICAL MEANS AND TOOLS**

- 8.1) The minimum duration of each hire period is the hour. A fraction of an hour is considered as a full hour. After the first hour, a fraction smaller than thirty (30) minutes shall not be charged while a fraction exceeding thirty minutes shall be computed as one (1) hour.
- 8.2) The regular working schedule of mechanical means in all cases is the one defined in article 6 par.2 of these present.
- 8.3) In case of breakdown of an electric or mobile crane during the course of operation, the replacing crane shall be computed and its hire charge assessed on the basis of the hire charge of the damaged crane.
- 8.4) When private parties are granted tools for works outside the port, the competent service unit of ThPA SA draws up a receipt and delivery protocol of such tools. The private party furnishes a deposit equivalent to the value of the tools. The deposit is paid back upon the restitution of the tools to ThPA SA provided they have not been damaged or broken. Otherwise, the damage shall be assessed and the required amount deducted from the deposit.
- 8.5) **Surcharges:**
- 8.5.1) For operations carried out outside the port zone, hire time shall be computed as from the exit up until the return to the port against a surcharge of **100%**
- 8.5.2) For operations carried out after regular working hours and on holidays, the hourly hire rate of the Gottwald mobile crane, of the electric cranes, the fork lifts and loaders, and the tractors is increased by **50%**

## 7<sup>th</sup> ANNEXED TARIFF

### HIRE OF FLOATING MEANS

#### 1 TUGBOATS

##### 1.1 Hire charges

<b>Tugboat</b>	<b>Horsepower</b>	<b>Flat fee €</b>	<b>Per hour €</b>
Pella	470	112.50	124.50

##### 1.2 Charges for the towage and stay of barges carried by LASH or SEABEE vessels

1.2. 1. Towage of barge from or to the vessel with berthing and lashing

Laden **€187.50** empty **€150.00**

1.2.2. Towage of barge with lashing alongside the vessel and return to the suspension point (refers to the sorting of barges to be unloaded) **€37.50**

1.2.3. Stay of barge in the Port

Laden per 24hours **€33.00** empty per 24hours **€15.00**

1.2.4. Waiting of vessel beyond regular working hours of article 6, par. 3.1

per hour **€187.50**

1.2.5. For the shifting of barges from one quay to another, tugboat charges per hour are only assessed.

##### 1.3 Hire charges outside the port zone

- Disposal of tugboats and definition of hire rates require a resolution of the ThPA SA Board of Directors.

##### 1.4 Surcharges:

- For overtime work, as foreseen in article 6, paragraph 3 of these present, the hourly hire rates under 1.2.1 and 1.2.2 are increased by a surcharge of **50%**.

#### 2. BARGES

##### 2.1. Hire charges

2.1.1 For the storage or handling of cargo or the service of vessels using barges, charges per indivisible 24 hours and per barge amount to **€105.00**

2.1.2 For the use of barges outside the breakwater, the above rate is surcharged with the use of a tugboat.

2.1.3. Hazardous cargo compulsorily discharged onto barges, for safety reasons, are assessed an additional "guard tugboat" lump sum fee of **€75.00**

2.1.4. The hire of barge to thirds, for works not related to the storage or handling of cargos or to the service of vessels, is charged per indivisible 24hours the amount of **€332.00**

(The 24hour period starts on 00:01hours and expires on 24:00hours).

2.1.5 For the service of cruise vessels using barges, no charges are assessed.

## 8<sup>th</sup> ANNEXED TARIFF

### CONCESSION OF USE OF PRIVATE EQUIPMENT IN ThPA SA PORT AREAS

1. In exceptional circumstances, upon approval of the Operational Units General Directorate, the use of private equipment is permitted, provided it is proven that ThPA SA is unable to handle the cargo.
2. Customers handling bulk cargos with private or privately hired equipment, shall pay to ThPA SA, apart from the foreseen fees for on-board or on-land works, dues for the use of private equipment.
  - 2.1. For the conveyor belts and hoppers, the dues are assessed per ton of cargo       **€ 0.30**
  - 2.2. For the other equipment (lifts, dozers, etc.), the dues for use of private equipment and port infrastructure, shall be assessed case by case upon resolution of ThPA SA Board of Directors.
3. Private owners of the equipment of paragraph 2.1, provided they dispose of such equipment to handle bulk cargos of third parties, shall, apart from the dues of paragraph 2.1, pay a lump sum in advance, for the use of port infrastructure, per year and per machine amounting to **€ 500.00**
4. Throughout the duration of their stay and use within the port area, the above equipment shall hold a circulation permit and shall be insured by their owners according to the current provisions on civil liability insurance, to cover civil liability against third parties, as well as against ThPA SA and its personnel, provided such personnel is available to operate the above equipment.

## 9<sup>th</sup> ANNEXED TARIFF

### STORAGE IN OUTDOOR AND INDOOR AREAS

#### 1. DRY BULK CARGO AND GENERAL CARGO

Per day, per 1000 kilograms. Rates in €.

Cargo Category	Indoor storage areas			Outdoor storage areas		
	1-30 days	31-60 days	61 days & over	1-30 days	31-60 days	61 days & over
A	--	--	--	0.13	0.19	0.24
B	0.35	0.54	0.74	0.24	0.35	0.48
C	0.54	0.83	1.08	0.35	0.54	0.73

#### 1.1. Free storage time and exemption from time escalations

Goods in transit are assessed the same fees, without time escalations, upon the expiry of the free storage time set at:

1.1.1) In indoor areas 12 days

1.1.2) In outdoor areas 20 days

1.1.3) For cargos loaded/unloaded from/to vessel to/from outdoor areas as follows:

<u>Tons</u>	<u>Days</u>
Up to 20,000 tons per vessel	20
From 20,000 to 30,000 tons per vessel	25
From 30,000 tons and above	30

Parties shall pay the cost of minor shifting of cargo, provided there is an operational problem on the quay, according to the opinion of the competent operational unit.

#### 1.2. Remark

ThPA SA does not accept for storage in its storage facilities of the Conventional Port, of hazardous cargo according to IMDG code.

#### 1.3. Notes

Cigarettes, styrofoam, cork, glass wool and other similar light weight and big volume goods, fall under the rates of the B category per m<sup>3</sup>. Their weight is converted to m<sup>3</sup> according to their respective coefficient:

Cigarettes 4.8 m<sup>3</sup> = 1,000 kilograms

Styrofoam and other 9.3 m<sup>3</sup> = 1,000 kilograms

## 2. WHEELED CARGO

Per day per piece. Rates in €.

Wheeled Cargo Weight	Vehicles trailed to outdoor storage areas			Motorcycles-mopeds in indoor storage areas		
	1-15 days	16-30 days	31 days & more	1-15 days	16-30 days	31 days & more
Up to 3000 kg	1.50	2.25	3.00	0.80	1.20	1.60
3001-8000 kg	3.00	4.50	6.00			
8001 kg & more	6.00	9.00	12.00			

### 2.1. Exemptions from time escalations

Agricultural machinery in general (tractors, combines, etc.) and wheeled cargo in transit are assessed the same fees, without time escalations, from the first day of storage.

## 3. GRAIN IN SILO CELLS

Per day of storage per 1,000 kilograms

Cargo Category	1-60 days	61 days & more
Wheat, corn	0.13 €	0.18€

### 3.1. Surcharges

Other grain cargo (barley, oat, rye, etc.)

**20%**

### 3.2. Notes

3.2.1) Storage fees are due from the day the cargo enters the Silo

3.2.2) Quantities imported and exported on the same day are not charged with storage fees

3.2.3) Goods with phosphine levels exceeding the permissible limits are not stored in the silo cells.

**CLASSIFICATION  
OF DRY BULK CARGOS AND GENERAL CARGO  
INTO CATEGORIES WITH RESPECT TO STORAGE FEES**

**CATEGORY A**

Bulk cargoes exclusively stored in outdoor areas (clay, ores – minerals, solid fuel, scrap, pig iron, sponge iron, etc.).

**CATEGORY B**

Milks  
Skins and tanning extracts  
Newsprint paper in rolls  
Electrodes  
Animal fibers, synthetic fibers, vegetal fibers, yarns  
Tobacco in bales and carton boxes  
Tree trunks  
Iron sheets  
Marbles in general  
Metallic rods in bundles, pieces, ingots  
Insulation materials, refractory bricks  
Lumber for the construction industry, of oak, fir, beech, pine  
Household effects  
Iron oxide, titanium oxide, etc.  
Timber products (plywood, hardboard, MDF, chipboards, laminates)  
Tiles  
Polyethylene, polyvinyl, polypropylene, polyurethane  
Bags of wheat, sugar, coffee, cocoa, fertilizers, dry fruits, seeds  
Iron structures  
Cigarettes  
Styrofoam, cork, glass wool and similar  
Paper pulp, paper in boxes or rolls  
*and all cargoes of Category A if stored in indoor areas*

**CATEGORY C**

Accessories and spare parts  
Decorative articles  
Clothing articles  
Tools  
Electrical and electronic appliances  
Wheeled vehicle tyres and air chambers  
Machinery  
Scientific instruments, measuring, musical instruments  
Plumbing fixtures  
Empty packaging articles  
Toys and children articles  
Foodstuff, beverages, canned food  
Glassware, glass panels  
Hydrocarbon by-products (Vaseline, naphthalene, paraffin)  
Fabrics  
Chemicals, paints, resins  
*and all cargoes not explicitly denominated or not falling under a specific subheading so as to be classified in category B.*

**10<sup>th</sup> ANNEXED TARIFF**  
**FEES FOR THE CONCESSION OF USE OF AREAS TO THIRD PARTIES**

**1. For port activities**

The concession of use of outdoor and indoor areas to third parties for port activities is permitted by a resolution of the Board of Directors of ThPA SA further to a recommendation of ThPA SA Managing Director, with minimum prices, the prices of the tariff as defined below.

If during the concession time, important operational needs of ThPA SA arise, which impose the suspension of the concession contract, it is explicitly defined that ThPA SA has the right to unilaterally terminate the concession contract and the lessee is obliged to leave the granted space within a reasonable time and to deliver in the state that it had received.

The minimum duration of concession of use is three months with a possible extension of two months. The beginning of the concession shall begin on the first day of each month. The exact duration of the concession is defined according to the cargo, the port's operational needs and the areas' availability. For the storing of cargos or the installation of offices in areas conceded by ThPA SA against a monthly consideration, the indicative rate (base rate) is:

<u>1.1. Indoor areas per m<sup>2</sup> and per month</u>	
a) Storage areas	<b>€ 4.02 plus VAT</b>
b) Offices	<b>€10.02 plus stamp</b>
<u>1.2. Outdoor areas per m<sup>2</sup> and per month</u>	
a) Yard	<b>€ 1.49 plus VAT</b>
b) Nearby to the quays (45- 80 meters from their edge)	<b>€ 2.54 plus VAT</b>
c) Container Terminal yard (for the installation of lashing workshops, repair of cooling units and other auxiliary works)	<b>€ 2.55 plus VAT</b>
d) Unpaved, not adequately lightened spaces inside the Free zone	<b>€ 1,00 plus VAT</b>
e) Unpaved, not adequately lightened spaces outside of Gate 16	<b>€ 0,65 plus VAT</b>
<u>1.3. Offices in the Container Terminal per m<sup>2</sup> &amp; per month</u>	<b>€20.68 plus stamp</b>
<u>1.4. Sheds per m<sup>2</sup> and per month</u>	<b>€ 3.26 plus VAT</b>
1.5 Open area for the installation of offices (pre-engineered – portable), per m <sup>2</sup> & per month	<b>€ 8.01 plus stamp</b>
1.6 a. Covered area for the installation of offices (pre-engineered – portable), of total space up to 2% of the concession covered space and up to 30 m <sup>2</sup> , per m <sup>2</sup> & per month	<b>€ 4.02 plus VAT</b>
b. Area exceeding the above limits, per m <sup>2</sup> & per month	<b>€ 8.01 plus stamp</b>
1.7 For additional supply of electricity, water and cleaning services for offices within the Container Terminal Building or within the Container Terminal Yard of to a specific space up to 25m <sup>2</sup> .	<b>€51.50 plus VAT</b>

2. At the beginning of each year, with a resolution of ThPA SA board of Directors taken after a proposal of the competent Administration unit, all the above mentioned prices of the base rates can either remain stable or be adjusted. The adjustment will be calculated in relation to the Consumer Price Index of the previous 12month period, November – November, as published by the EL.STAT (Hellenic Statistical Authority). In case of a negative Consumer Price Index, the above Index is considered equal to zero for the adjustment calculation.

3. The minimum amount charged for the concession of use of areas to third parties is €50.00



## **11<sup>th</sup> ANNEXED TARIFF**

### **ISSUING OF DOCUMENTS AND DUTIES BY ThPA SA**

The following are collected:

- |   |               |
|---|---------------|
| 1. For each storage (warehousing) title               | <b>€ 5.00</b> |
| 2. For each exit – loading – passing permit           | <b>€ 0.30</b> |
| 3. Offsetting and cancellation entry duty per invoice | <b>€ 2.00</b> |

## 12<sup>th</sup> ANNEXED TARIFF

### ISPS CHARGE

ThPA SA collects the following ISPS charge:

Description	Unit	Charge (€)
1. Dry bulk cargo (category II, article 14)	ton	0.03
2. Bulk cargo with silos conveyors, pneumatic or screw conveyors (category III, article 14)	ton	0.03
3. Bulk cargo using pipes and pumps (2 <sup>nd</sup> special tariff)	ton	0.03
4. General cargo (category I, article 14)	ton	0.20
5. Wheeled cargo handled with Ro-Ro system, as merchandise (category V/A, article 14)	unit	1.00
6. Wheeled cargo handled with Ro-Ro system, as passing means (category V/B, article 14), through zone B of the port installation of ThPA SA	unit	1.00
7. Loaded (full) container, irrespective of size, (category IV, article 14)	unit	9.00
8. Cruise ship passenger or Passenger ship, Ro-Pax and tourist vessel (of the law 4256/2014) passenger, for vessels which are subjected to the ISPS Code provisions	passenger	0.64

#### Remark:

- a.) The ISPS charge is collected for the above, when loaded-embark / unloaded – disembark to / from the vessel through the port installation of ThPA SA
- b.) For the loaded (full) containers, under the special transshipment customs regime, the ISPS charge is collected once, when loaded to the vessel.
- c.) The ISPS charge for the raw and finished iron coils (belonged to category I “general cargo”) is €0.12/ton
- d.) Vessels, not subjected to the ISPS Code provisions, at berth or stern-berth for cargo loading/unloading or embarkation/disembarkation of passengers within the ISPS Port Facility of ThPA SA pay the corresponding ISPS charge.
- e.) The minimum price, per vessel, of ISPS charge for Cruise ship passengers or Passenger ship, Ro-Pax and tourist vessel (of the law 4256/2014) passengers, after any discounts, is €40.

## APPENDIX

### 1<sup>st</sup> APPENDED TARIFF GRANTING OF ENTRY AND PARKING PERMITS

- 1) ThPA SA may grant entry and parking permits in specific areas outside for the Free Zone, to **private cars** of legal or natural entities directly involved with the port and having regular transactions with ThPA SA Their validity is annual and they cost **€280.00 plus VAT**.
- 2) If the same beneficiary requests and is granted more than two entry and parking permits, each one of those permits of annual validity costs **€400.00 plus VAT**.
- 3) ThPA SA may grant entry and parking permits in specific areas (excluding the Free Zone), to third parties' private cars and to third parties not having business transactions with the port Authority. Their validity is annual and they cost **€700.00 plus VAT**.
- 4) ThPA SA may grant annual entry permits to private cars belonging to employees exercising a professional activity within the Port premises at a cost of **€120.00 plus VAT**.
- 5) ThPA SA may grant annual entry and parking permits to the launches and tugboats crews' private cars at **€20.00 plus VAT**. Any change or modification of the granted permit is charged **€30.00 plus VAT**.
- 6)
  - 6.1. ThPA SA may grant annual entry and parking permits to strictly defined parking areas outside the Free Zone, to trucks, trailers, tractors and machinery, belonging to physical or natural entities involved in port activities, at the cost of **€700.00 plus VAT** for each place per calendar year.
  - 6.2. ThPA SA may grant annual entry and parking permits to strictly defined parking areas outside the Free Zone, to trucks, trailers, tractors and machinery, belonging to natural or legal entities involved in port activities, at the cost of **€65.00 plus VAT** for each place per calendar month. For more than 3 places (3<sup>rd</sup> is included) of the same owner, the price is **€60.00 plus VAT**, for each place per calendar month.
  - 6.3. If the beneficiary and holder of such a permit wishes to be granted one (1) complementary entry and parking permit to park his private car exclusively in the place where his truck is usually parked when the latter is away, such additional permit will be annual, related to the truck permit and will cost **€120.00 plus VAT**.
  - 6.4. Empty trucks and trailers, tractors and machinery parked in strictly defined port areas, outside the Free Zone, and not holding the above annual permit, are charged **€15.41 plus VAT** for each lay day.
- 7) All those who acquire free entry permits to ThPA SA, according to the ThPA SA Circular in force, pay **€20.00 plus VAT** for the value of such permit. To renew or change the permit under all free of charge or other categories, holders shall pay **€30.00 plus VAT** for the value of the permit. Free of charge permits granted to ThPA SA employees and pensioners, to the Central Port Authority (Coast Guard) employees and to any ThPA SA subcontractors are exempted from the payment of the amounts described in this paragraph.
- 8) For all one year duration permits, the relevant one year period is calculated as from the 1<sup>st</sup> of January of each year (regardless of the date on which the permit was granted) and expires on the 31<sup>st</sup> of December of the said year, ThPA SA yearly rights remaining in full.
- 9) For the issuing of a person's entrance permit required by ISPS, the amount of **€10.00** is collected.

**2<sup>nd</sup> APPENDED TARIFF**  
**USE OF PRIVATE CAR PARKING LOTS AND**  
**CONCESSION OF USE OF AREAS TO THIRD PARTIES**

1. The fees assessed by ThPA SA for the use of the private cars parking lots are:

1.1) **Passenger Terminal Parking Lot (Parking No1)**

- €1.50/hour including VAT from the 1<sup>st</sup> to the 10<sup>th</sup> hour
- €0.50/hour including VAT for the next hours after the 10<sup>th</sup> hour,
- €1.50/hour including VAT minimum charge for entrance to the parking
- Occupancy of two places is charged double, etc
- Parking on the access ways is charged triple.
- A fraction of an hour (over 10') occurring when computing the total time of stay is charged as full hour.
- Any loss of card is charged €17.00, VAT inclusive

1.2) **Gate No6 Parking Lot (Parking No2)**

- €1.30/hour including VAT from the 1<sup>st</sup> to the 10<sup>th</sup> hour
- €0.50/hour including VAT for the next hours after the 10<sup>th</sup> hour,
- €1.50/hour including VAT minimum charge for entrance to the parking
- Occupancy of two places is charged double, etc
- Parking on the access ways is charged triple.
- A fraction of an hour (over 10') occurring when computing the total time of stay is charged as full hour.
- Any loss of card is charged € 17.00, VAT inclusive
- **Monthly charge €70.00**, VAT inclusive. The month begins from the date of issuing of the card and expires the corresponding date of the next month.
- **Annual charge €700.00**, VAT inclusive. The year begins from the date of issuing of the card and expires the corresponding date of the next year.

**2. Third party concessions of spaces for non-port related activities**

2.1 For organization of exhibitions, cultural events, conferences or other events of cultural or social purposes and duration up to 15 days.

2.1.1 Covered areas

The concession of spaces shall be done by the competent Division against consideration (base rate) as follows (vat not included in the prices):

- a) For the days Friday, Saturday and Sunday € 0.77/m<sup>2</sup> per day
- b) For the days Monday, Tuesday, Wednesday and Thursday € 0.54/m<sup>2</sup> per day
- c) For the operational expenditures an amount of € 0.23/m<sup>2</sup> per day is added to the above prices.

The concept of the operational expenditures (costs) includes the heating-cooling, water supply and outdoor areas cleaning. It does not include the power (electricity) consumption expenditure, which is calculated on the basis of the respective meter indications and unit price as referred to the 5<sup>th</sup> Annexed list of Tariffs

d) In cases of warehouses, which do not have air conditioning (heating – cooling), the amount of 0.1 €/m<sup>2</sup> per day is added in the (a) and (b) cases for water supply and outdoor cleaning services.

e) For the days of the event preparation and the dismantling of the equipment, which the lease holder has installed for the event purpose, the charge is 0.38 €/m<sup>2</sup> per day.

For the operational expenditures during these days 0.12 €/m<sup>2</sup> per day (In the warehouses, which are not equipped by heating –cooling installations or the heating-cooling services, following an interest party request for these days, are not provided, there will be no charge for the operational expenditures).

f) For the realization of political events, the approval of the ThPA SA Board of Directors is needed. In these cases the charge will be with a discount of 50% of the aforementioned prices.

g) The use of areas of the Warehouses by current employees of ThPA SA as well as by their descendant

first-degree relatives is granted without consideration, against the payment of foreseen operating costs and the power supply expenditure.

h) The use of areas of the Warehouses by former employees of ThPA SA as well as by their descendant first-degree relatives, is granted against 30% of the foreseen consideration for the use of the area and the payment of the foreseen operating costs and the power supply expenditure.

i) A 25% of the consideration for the use of the space shall be paid to ThPA SA as a guarantee (deposit) for the reservation of the space for the requested date and the balance of total amount, plus an amount of 150 € (against power supply expenditure), shall be settled seven (7) days before the beginning of the event, upon the signature of the relevant agreement.

The total balance clearance will be done after the power supply expenditure calculation.

ThPA SA is not binded for the reservation of the space on the requested date, if the above mentioned guarantee has not paid in advance.

j) In case of cancellation of the reservation with ThPA SA liability, the total amount of the guarantee (deposit) is refunded.

In cases of cancellation of the reservations with liability of the applicant concerned, up to two months in advance, a 50% of the total amount of the guarantee (deposit) is refunded.

In cases of cancellation of the reservations with liability of the applicant concerned, up to a month in advance, a 25% of the total amount of the guarantee (deposit) is refunded.

In all other cases of cancellation of the reservation with liability of the applicant concerned no amount of the guarantee (deposit) is refunded.

#### 2.1.2 Open areas

The concession of areas shall be done by the competent Division against consideration for use (base rate) as follows (the prices with VAT excluded):

a) For the open areas in the Pier No1 and for all days (Monday- Sunday) 1€/m<sup>2</sup> per day. Minimum requested area for lease 500 m<sup>2</sup>.

The power (electricity) consumption expenditure will be calculated on the basis of the respective meter indications and unit price as referred to the 5<sup>th</sup> Annexed list of Tariffs.

For the days of the event preparation and the dismantling of the equipment, which the lease has installed for the event purpose, the charge is 0.50 €/m<sup>2</sup> per day.

b) For the open areas except the Pier No1 ones and for all days (Monday- Sunday) 0.60 €/m<sup>2</sup> per day. Minimum requested area for lease 1,000 m<sup>2</sup>.

For the days of the event preparation and the dismantling of the equipment, which the lease has installed for the event purpose, the charge is 0.20 €/m<sup>2</sup> per day.

c) A 25% of the consideration for the use of the area shall be paid to ThPA SA as a guarantee (deposit) for the reservation of the space for the requested date and the balance of the total amount, plus an amount of 200 € (against power supply expenditure), shall be settled seven (7) days before the beginning of the event, upon the signature of the relevant agreement.

The total balance clearance will be done after the power consumption expenditure calculation.

ThPA SA is not binded for the reservation of the space on the requested date if the above mentioned guarantee has not paid in advance.

In case of cancellation of the reservations with ThPA SA liability, the total amount of the guarantee (deposit) is refunded.

In cases of cancellation of the reservations with liability of the applicant concerned, up to two months in advance, a 50% of the total amount of the guarantee (deposit) is refunded.

In cases of cancellation of the reservations with liability of the applicant concerned, up to a month in advance, a 25% of the total amount of the guarantee (deposit) is refunded.

In all other cases of cancellation of the reservation with liability of the applicant concerned no amount of the guarantee (deposit) is refunded.

In case of event cancellation due to the weather conditions, a 20% of the total amount of the charge is paid after a relevant request of the interested party.

d) For the realization of political events, the approval of the ThPA SA Board of Directors is needed. In these cases the charge will be with a discount of 50% of the aforementioned prices.

2.2 For lease of use exceeding 15 days up to three years, the price is determined by the ThPA SA Board of Directors after a proposal of the competent Division.

For leases exceeding three years, a tendering procedure shall take place in accordance with the provisions of the ThPA SA Procurement regulation.

2.3 The lease of use, as vehicles parking lots of the invited persons to the various events taking place in the Warehouses, is allowed for the area around Warehouse No 16, with the issuing of ninety (90) relevant permits against the amount of 156.90€/day, plus VAT. The organisation and the responsibility of the parking lies on the interested party, who is going to appoint two persons for this reason.

2.4 The lease of use of an old storage area, as well as the lease of an open space for the photographing – video recording is allowed for the amount of 172.59 €/day, plus VAT.

2.5 The nuptial photographing is permitted for free.

### **3. Concession of use of Saint Nicolas Port Chapel and its garden for religious ceremonies and corresponding receptions**

3.1) The simple disposal – concession of spaces is granted by the competent Division against a consideration of use (base rate) as follows (prices are VAT excluded):

3.1.1 The disposal – concession of use- of Saint Nicolas Port Chapel for religious ceremonies is granted against a consideration of **€300.00** including operating costs and power consumption expenditure.

3.1.2 The disposal of – concession of use of the chapel's garden (1,000 m<sup>2</sup>) is granted to hold receptions following the ceremonies, with soft music playing appropriate to the surroundings, against the consideration of **€300,00** including operating costs and power consumption expenditure.

3.1.3 A 25% of the consideration for the use of the space shall be paid to ThPA SA as a guarantee (deposit) for the reservation of the space for the requested date and the balance of the total amount, plus an amount of 200 € (against power supply expenditure), shall be settled seven (7) days before the beginning of the event, upon the signature of the relevant agreement.

ThPA SA is not binded for the reservation of the space on the requested date, if the above mentioned guarantee has not paid in advance.

In case of cancellation of the reservations with ThPA SA liability, the total amount of the guarantee (deposit) is refunded.

In cases of cancellation of the reservations with liability of the applicant concerned, up to 15 days in advance the total amount of the guarantee (deposit) is refunded.

3.2) The concession of use of the chapel and garden for the same purposes, to the Port Authority employees and retirees as well as to their first-degree relatives, is permitted free of charge.

3.3) The above disposal of the chapel and chapel's garden is subject to the terms and conditions stipulated in the resolution number 2226/19-7-2004 of ThPA SA Board of Directors.

### **4. Use of areas of ThPA SA property outside the Port zone**

The property of Thessaloniki Port Authority located outside the port zone is exploited in the most profitable manner, conceded under terms and scopes weighed up and decided by the Board of Directors of ThPA, further to the recommendation of the competent service unit of ThPA SA The lowest monthly consideration (basic price) is **€3.80** per m<sup>2</sup> plus VAT.

### **5. CLARIFICATION**

5.1) At the beginning of each year, by a resolution of ThPA SA Board of Directors taken after a proposal of the competent Administration unit, all the above mentioned prices of the base rates can either remain stable or be adjusted. The adjustment shall be calculated in relation to the Consumer Price Index of the previous 12month period, November – November, as published by the ELSTAT (Hellenic Statistical Authority). In case of a negative Consumer Price Index, the above Index is

considered equal to zero for the adjustment calculation.

- 5.2) In exceptional cases, the Board of Directors of ThPA further to a recommendation of the Managing Director may approve the use of outdoor or indoor port areas for national, cultural or social purposes free of charge or at rates lower than the ones provided each time.
- 5.3) In exceptional cases, the Board of Directors of ThPA SA, further to a request of the applicant concerned and with a justified resolution may decide the refunding of the above mentioned guarantees (deposits).