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English version April 12, 2007

**Greek Government Gazette issue 390 / B /21-3-2007**

**RESOLUTION**

Number 3290/23-2-2007

Regulations and Charges Tariff of  
Thessaloniki Port Authority SA (ThPA SA)

The Board of Directors of ThPA SA in its 203<sup>rd</sup> Meeting

Having regard to:

- a) The provisions of article seven of Law 2688/1999 “Conversion of Piraeus Port Authority and Thessaloniki Port Authority into public limited companies” (Government Gazette 40/A/1.3.1999), as supplemented by the provisions of paragraph 2 of article 32 of Law 3153/2003 “Maritime vocational training, education, further education and regulation of other issues falling under the competence of the Ministry of Merchant Marine” (Government Gazette 153/A/19.6.2003),
- b) The Company’s articles of association initially incorporated in article eight of Law 2688/1999 (Government Gazette 40/A/1.3.1999), as ultimately amended and codified by the eighth General Meeting of Shareholders of the 28<sup>th</sup> of August 2002, approved and in force (Government Gazette issue 9944/30.9.2002 for public limited and limited liability companies),
- c) ThPA SA service proposal, protocol number 1479/13.2.2007,
- d) The provisions of article 16 of Law 3429/2005 “Public services and organisations” (Government Gazette 314/A/27.12.2005)

Decides:

A. Approves ThPA SA Regulations and Charges Tariff detailed as follows:

**ThPA SA**

**REGULATION**

**AND**

**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.*

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# **SECTION ONE**

## **GENERAL RULES AND REGULATIONS**

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- Article 8 Cargo delivery – storage – warehousing**
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## **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 legally 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 business policy and in order to boost its cargo handling activities, ThPA SA may, upon approval of its Board of Directors, enter into agreement with interested shipping companies or any legal or physical entity wishing to use Thessaloniki port premises for handling or storage of freight. 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 wharf (within the range of the electric crane) and in the case of containers, the latter be unloaded at the Container Terminal (CT), their transfer to the storage area, 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, in the conventional port.

1.2) The loading of the cargo from the wharf (within the range of the electric crane) to the vessel's hold or deck and, in the case of containers, their transfer from the storage area, 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, positioning or removal of container braces beyond three rows in height on the deck 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 wharf (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 wharf to storage areas.



2.3) Additional operations such as: stuffing and stripping containers, the transfer of such containers further to the request of the consignee or shipper from one section to another (e.g. from the Conventional Port to the Container Terminal), 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 ASSIGNMENT OF BERTH

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 care of and under the responsibility of the Port Operation Coordination Department, according to the Regulations and provisions in force.

2. The priority for vessel call or berth assignment 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, Container Terminal, Ro-Ro ferry vessels, passenger vessels, bulk cargo, general cargo, and other) and

iii) on the deadlines set by the Integrated Information System of the ThPA SA

#### 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.

2.1.3) Cargo vessels, to load/unload containers, at the wharves No. 26 and No. 27 of the Container Terminal.

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 Port Operations Coordination Department may change the vessel priority sequence in exceptional cases and only when, in its 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 Port Operations Coordination Department.
2. Immediate withdrawal 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, should the operation needs of the port and the circumstances allow it, in the judgment of the General Directorate of Port Operational Units.
9. Immediately and fully abide by the decisions of ThPA SA administration, 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 operation needs.

## **ARTICLE 5**

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

1. The scheduling of port operations is carried out by the Port Operations Coordination 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 unit and the commissioned staff supervise the smooth performance of scheduled operations, including those performed by private mechanical means. They proceed to adopt additional measures in order to achieve a more efficient port operation and 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 cases of lack of personnel and equipment, strikes, adverse weather conditions or force majeure events.

#### 2. Regular work

##### 2.1 For on-board operations, in the Conventional Port

(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-board operations, in the Container Terminal

Carried out in three shifts, all year long, 24hours a day, as follows:

1 <sup>st</sup> shift	Monday – Sunday	08:00 - 15:00 hours
2 <sup>nd</sup> shift	Monday – Sunday	15:00 - 22:00 hours
3 <sup>rd</sup> shift	Monday – Sunday	22:00 – 05:30 hours

The 3<sup>rd</sup> shift works up until 08:00 hours, if need be.

##### 2.3 For on-land operations, in the Conventional Port

###### 2.3.1. Community and Non Community Cargo

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

###### 2.3.2. In transit cargo

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

##### 2.4 For on-land operations, in the Container Terminal

Carried out: from	Monday to Friday	08:00 - 20:00 hours
	Saturday	08:00 - 15:00 hours

##### 2.5 For Silo operations

2.5.1) 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

2.5.2) 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

### 2.6 For container stripping or stuffing operations

Container stripping/stuffing operations from/to land-transport means or storage areas or vessels and vice-versa, are subject to the respective provisions of the Conventional Port for on-board or on-land operations, considering the container as a land-transport means.

## **3. Overtime work**

### 3.1. For on-board operations in the Conventional Port

(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, in the Conventional Port

#### 3.2.1. Community and Non Community 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 on-land operations in the Container Terminal

From Monday to Friday	after	20:00 hours
Saturdays	after	15:00 hours
Sundays and Holidays	from	08:00 hours

### 3.4. For Silo operations

3.4.1) 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

3.4.2) 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

### 3.5. For overtime work of the goods entrance – exit Gates

For containers	not applicable
For cargo of the Conventional Port	similar to the on-board working hours in the Conventional Port

### 3.6. 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 administration may define** full days off, **by resolution**. Such days are currently the following:

At the Container Terminal: 1<sup>st</sup> of January, 1<sup>st</sup> of May, Easter Sunday, and 25<sup>th</sup> of December.

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. Prolongation of work**

In exceptional circumstances, in order to handle congestion problems during the port operation or to mitigate force majeure events, working hours on land or on the vessel may be prolonged by the competent service unit upon decision of the Operational Units' General Manager.

## 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 Departments of the Directorate of Port Exploitation:

- 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.

#### 1. Vessel arrival notice

Shipping agents are bound to notify the Port Operations Coordination 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 place 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:

2.1.5.1) for conventional cargo, be submitted to the Conventional Port and Coastal Shipping Department in 6 copies along with the vessel's stores bond before the beginning of the unloading operations,

2.1.5.2) for containers, be sent electronically to the Container Terminal, 18 hours at the latest before the beginning of on-board operations for inbound vessels from the ports of Istanbul, Smyrna and Piraeus and 24 hours before the beginning of on-board operations for inbound vessels from other ports.

2.2) The bill of lading must be sent electronically to the Container Terminal, 16 hours at the latest before the beginning of the on-board operations.

2.3) The delivery of containers for exit from the land or maritime gates of ThPA SA before the completion and finalization both of container receipt and of the import manifest (unloading list) is prohibited.

## 3. Vessel construction sketches and section of holds

Required for cargo vessels transporting dry bulk cargo. This must be submitted to the Port Operations Coordination 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	Up until 12.00 hours on Saturday or up until 14.00 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 Port Operations Coordination 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 mentions, 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 presents 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.

Goods in containers are also taken delivery of and delivered subject to the conditions and terms of this article. Once it has been established that the seals are unbroken and the numbers are in compliance with the ones mentioned on the shipping documents, it is substantiated that the content also complies with the relevant shipping documents.

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 Community 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 (Community) 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 Community 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 a function:

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

A special arrangement covers:

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

Warehousing of containers is permitted only provided the Shipping Company agrees to it in writing.

## **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 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.

## **ARTICLE 10**

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

By order of the Exploitation Directorate and under the responsibility of the Conventional Cargo and Coastal Shipping 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.

## **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 Community and non Community 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 wharf in the Conventional Port

Tariff number 5    Container loading/unloading operations

Tariff number 6    Charges for additional work on the vessel or the wharf during container handling

Tariff number 7    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 documents of the cargo and the weight, and the volume units therein are taken into account.

#### 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 mentioned 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 payment of a deposit:

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 in 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. Unloading works on the vessel (article 2, paragraph 1.1), provided the goods remain in storage areas of ThPA SA and the person liable for payment is the consignee.

The collection of relevant fees takes place in the Container Terminal upon the delivery of the goods to the consignees and in the conventional port, autonomously, 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 wharf 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 wharf handling, 35% of the rate.



1.6. Regarding damageable, perishable or small value goods which cannot constitute a surety 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 in-transit cargo are invoiced and collected autonomously 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 the customers of ThPA SA 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 € 3,000 to 45,000 in total

2.2. In order to enjoy the foreseen discounts as from the beginning of the trade in declared cargo, companies or industries intending to trade, within 12 months, quantities of cargo exceeding the scales adopted by ThPA SA in relation to specific categories of goods, owe to notify ThPA SA in writing and to furnish a letter of guarantee.

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, if not otherwise defined in the contracts entered into by ThPA SA and the interested parties.

## **3. Winding-up 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 established, 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:

3.1 the result is a credit balance, then deposits are automatically settled.

3.2 the result is a debit balance, then the Head of the competent service unit sends a personal invitation to the liable party including all the details related to the debt receivable.

A personal invitation is also sent to any other debtor of ThPA SA, regardless of the cause of the debt and of the existence of a deposit, provided the delay in payment has exceeded 15 days:

3.2.1) from the issuing of the relevant invoice.

3.2.2) from the debt settlement date defined in the contract.

3.3 Liable parties, who do not settle their debt within 15 days from the notification of the personal invitation, bear surcharges with respect to overdue settlement. The surcharge is calculated per indivisible and complete month according to the currently valid interest rate for debts to the state and is compulsorily collected along with the debt.

3.4. Further to a recommendation by the competent directorate, the Managing Director of ThPA SA may enjoin 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 prescribed in favour of ThPA SA

## ARTICLE 13

### DISTINCTION BETWEEN COMMUNITY AND NON COMMUNITY CARGO

According to the National and Community Customs Legislation

1. **Community** 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 Community nature is evidenced by the documents submitted such as:

1.1) the free circulation certificate (T2L) among EU M.S.

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.

Community 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 Community** is any cargo originating from:

2.1) countries outside the EU

2.2) EU member states that are subject to customs duties.

3. Non Community 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 Community (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 member states of the European Union and destined to third countries or European member states and vice-versa.

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

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

- **Tariff wise**, the term transshipment covers all cargo, Community or Non Community, unloaded from a vessel in the Free Zone of the port in order to be loaded on a vessel that will convey it directly to another destination within or outside the borders of the Community.

## 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 drums
- 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 drums over 200 kilograms
- Tobacco, yarn in carton boxes, pressed
- Singlets in bales
- Iron plates in bales
- Marbles in pallets
- Pig iron in pigs, in bales
- Metal 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 sheets, iron rails, iron wire in coils
- 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 and billets, per piece, over 3,000 kilograms
- Iron rods for building construction in bales
- Iron slabs
- Iron sheets, iron bars, rods and billets, in bales over 10,000 kilograms
- Packages not explicitly specified over 10,000 kilograms

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

**CATEGORY II (Dry bulk cargo with crane-grab, jig 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

**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 gantry crane

IV/ B – with conventional equipment of ThPA SA or vessel's equipment

IV/ C – with Ro-Ro ferry vessels

IV/ D - Transshipment

**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%
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%	-	-	-
6. Community (domestic) cargo from / to the Greek islands or on public service lines of the Tariff Categories I/C, I/D1 and I/D2. This discount is reduced by 5% per year as from 1/1/2008			25%	-	-	-

## **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 in 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 railwagons:				
- from the top part of the railwagons	50%		-	25%
- from the side door of the railwagons	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 personnel of ThPA SA	-	-	-	50%
8. Same as above other cargo under Category I/C and cargo under Category I/D1	-	-	-	100%
9. Flammable or hazardous cargo	The respective percentages of tariff number 5, paragraph 2.2.1.		-	-

## **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 taken delivery of until the business day following the end of the vessel unloading operations, against payment only of storage and delivery charges 'via quay'.

## TARIFF Number 2

### DRY BULK CARGO LOADING/UNLOADING OPERATIONS

Using crane and grab, jib or magnet

(rates in €)

Subheading		Dues calculation unit	On-board works	On-land operations
Denomination	Category			Delivery from the wharf to storage areas or 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>Discounts</b>				
1. Community Cargo that immediately leave (by sea) the customs territory of the Community, regardless of their destination:				-
- under Tariff Category II/A			40%	
- under Tariff Category II/B & II/C			25%	
This discount shall be reduced by 8% yearly for the five-year period 2008-2012 for cargo under category II/A and by 5% for cargo under categories II/B and II/C.				
2. Community Cargo (domestic) from / to the Greek islands or to public services lines are subject to the respective percentages of item 1 of the discounts.				
<b>Surcharges</b>				
1. Fishmeal, meat meal or other flour milled feedstuff, save for soya-bean flour			20%	
2. Metallurgical coke (Category II/B)			50%	50%

#### Note

In the unloading of 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.

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

1. When the vessels to be loaded/unloaded dispose of gears that can only be operated by the vessel's personnel and provided ThPA SA is unable to undertake the 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 €)

Subheading		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 railwagons 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) The 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.

#### 2. Additional works:

Transfer from cell to cell:

2.1) – Corn, wheat per ton € 050

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

**TARIFF Number 4**

**CHARGES FOR ADDITIONAL WORK ON THE VESSEL OR THE WHARF IN 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 industrial nature, over 20,000 tons per year  7.2.2) for Community cargo under category II that immediately leaves (by sea) the customs territory of the Community  7.3.3) for Category II/A cargo of domestic origin, from / to Greek ports or public service lines	Per ton	€ 0.32
8. Use of hopper	Per ton	€ 0.55
9. Railwagon maneuvers (for the whole quantity handled)	Per ton	€ 0.30

10. Should backing personnel be employed in addition to the gang

- for each backing person
- for mechanical equipment

1 port day wage  
The mechanical equipment at  
hourly hire rate

10.1 Backing personnel is foreseen in the following cases:

10.1.1) Loading/unloading in storage compartment

Backing persons 4

10.1.2) Loading/unloading in tween or orlop decks

Backing 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

Backing persons 2

10.1.3.2) More than 5.50 and up to 7.50 meters

Backing persons 4

10.2) The decision concerning the concurrence of the above conditions for the assignment of backing 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 set at

€155.52

The computation is based on 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.

12. Shifting – Transshipment of general or bulk cargo

12.1) In the cases of shifting or trans-shipment 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 OPERATIONS**

**A. At the Container Terminal with Gantry crane**  
(rates in €)

Containers Category	On-board operations			On-land operations	
	Loaded		Empty	Loaded	Empty
	Import	Export			
IV/A up to 20'	88.20	70.60	57.30	28.70	21.50
IV/B up to 45'	123.50	98.80	80.30	37.90	28.40

**1. Classification of vessels**

*The following belong tariff-wise to the cellular container vessels:*

- The vessels specially constructed to handle containerized cargo, the holds of which dispose of cell guides or special support racks.
- The 'combined cargo' vessels, provided they dispose of a hold or on-deck spaces to receive containers.
- Ferry vessels using the Lift on – Lift off system for loading/unloading operations with ThPA SA gantry crane and transport and mechanical equipment.

**2. Surcharges**

2.1. With respect to the on-board operations phase

- 2.1.1) Containers loaded transversally to the vessel's length 20%
- 2.1.2) Conventional vessels handled by the gantry crane 30%

2.2. With respect to the on-board and on-land operations phases

2.2.1) Containers with inflammable or hazardous cargos as well as containers with mixed cargo of hazardous and non hazardous substances:

IMO class	1a, 1b, 1c	2	3	4.2, 4.3	5.1,5.2	6.1	7	8	9
Surcharge	100	40	40	40	40	40	100	40	40

2.2.2) Containers with wastes 100%

2.2.3) Containers with inflammable or hazardous cargos not declared in the import manifest, bill of lading, according to the provisions of article 7, paragraph 2.1.4 of these present, are subject to a surcharge of 100% on the respective charges for the loading/unloading of containers with inflammable or hazardous cargo.

2.2.4) Containers requiring the addition of a sling to the Gantry crane spreader or of a spreader with fixed extensions 50%

### 3. Special Regulatory and Tariff Provisions

3.1. Vessels of all types with cargo handled by gantry crane owe to load/unload, per shift and per gantry crane, a minimum number of loaded or empty containers. The number is set at 50 containers per shift and gantry crane. It includes the shifting moves and the hold hatches, 5 corresponding to one empty 20' container.

The resulting difference in pieces, when loaded/unloaded containers are less than 50, is calculated and collected as empty 20' containers.

3.2. For vessels with cargo handled during the same shift by the same gang and with a total number of loaded/unloaded containers smaller than 50, charges for empty 20' containers are collected with respect to the difference so as to reach the minimum limit of 50. The resulting difference is divided among the two vessels in an inversely proportional ratio to the executed moves.

3.3. For vessels with cargo handled during the same shift as a vessel of which loading/unloading has been completed, charges are collected for empty 20' containers only if the sum of loaded/unloaded containers from both vessels during the same shift and using the same gang is smaller than the minimum number of (50).

3.4. Bundled empty 20' or 40' Flatrack containers up to five (5), are considered as one unit. In this case, respective charges for loaded 20' or 40' containers are collected.

3.5. With regard to vessels served by the gantry crane or berthed along the quay for the beginning of loading/unloading operations, in the case of breakdown of the gantry crane and continuation or beginning of operations using the GOTTWALD HMK 260 EG mobile crane due to lack of available gantry cranes, charges are computed and collected according to tariff 5A.

3.6. When a vessel is scheduled to be served by 2 gantry cranes while the available gantry cranes are not sufficient to also serve the other vessels scheduled to work during the same shift, the service of the first vessel is limited to 1 gantry crane.

3.7. When a vessel that has booked a shift arrives at berth during the previous shift booked by another vessel that has not sailed in on time, and works until the arrival of the other vessel, the former can only dock and its cargo be handled if there is available dock place. The provision applies:

to the 3<sup>rd</sup> shift from Monday to Friday,  
to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> shift on Saturdays, Sundays and Holidays.

3.8. A vessel that has not completed the loading/unloading works within the booked shift, may pursue its operations up to 2 hours after the end of the shift, provided the competent service unit considers the feasibility of completion of the vessel's operations substantiated.

3.9 Should loading/unloading works be delayed due to the liability of ThPA SA, all efforts shall be put into serving the vessels that were not able to complete their handling operations during the booked shift.



**B. – In the Conventional Port using vessel’s means or ThPA SA conventional means**

1. Rates of Tariff 5A are valid with respect to the vessel – wharf or vessel – land transport means handling operations and, vice-versa, 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 not be directly taken delivery of for exit from the terrestrial gates of the port, they are transferred by ThPA SA to the Container Terminal without previous notification of the Shipping Agents and Shipping Companies that are assessed for the moving and transferring expenses, according to paragraph 3.2 of tariff number 6.

**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 pawl 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.

**D. - Transhipment**

Containers, loaded or empty, regardless of dimensions, under the special transhipment customs regime, handled through the Container Terminal with cellular vessels and equivalent tariff wise, are assessed per piece and for the work phases,

Vessel – Terminal and Terminal – Vessel, in total: **€120.00**

Remark:

According to article 13, paragraph 4 herein, if containers unloaded from a vessel are not loaded to another vessel within 30 days, they are recorded in the warehouse book and assessed according to the provisions of Tariff number 5A and Tariff 9 of the Annexes, paragraphs 4 A, B and C.

## TARIFF Number 6

### CHARGES FOR ADDITIONAL WORK ON THE VESSEL OR THE WHARF DURING CONTAINER HANDLING

#### 1. Opening and closing of holds with the Gantry Crane or with Conventional Means

1.1) For the removal or replacing of hatches of vessels holds and up to five (5) as a fixed figure	€ 120.00
1.2) Over five (5) and per five	€ 120.00

#### 2. Shifting of containers or of container metallic support racks

Regardless of the dimensions, loaded or empty:

2.1) On board per piece	€ 70.00
2.2) Via quay per piece	€ 140.00

#### 3. Sorting and moving containers

3.1) For the sorting or moving of the containers within the terminal or their transfer for direct delivery of their content to land transport means, further to the request of the interested parties, additional charges are assessed per piece, as follows:

- 20' Containers	Loaded	€ 20.00	Empty	€ 13.0
- Containers up to 45'	Loaded	€ 26.00	Empty	€ 8.00

3.2) For the transfer of containers from the yard of the Container Terminal outside the terminal or to storage areas of ThPA SA operated by thirds and vice-versa, further to the request of the interested parties, additional charges are assessed per piece, as follows:

- Containers up to 20'	Loaded	€ 57.00	Empty	€ 1.00
- Containers up to 45'	Loaded	€ 75.00	Empty	€ 28.00

#### 4. Emptying – Filling of containers

4.1) To deliver the content of the containers directly to land transport means or storage areas and vice-versa, during regular working hours, the following charges are assessed per container regardless of the dimensions:

4.1.1) with cargos belonging to the tariff category I/A	€ 316.80
4.1.2) with cargos of the tariff category I/B	€ 294.60
4.1.3) with cargos of the tariff category I/C and I/D	€ 259.20
4.1.4) with cargos of the tariff category II	€ 115.00
4.1.5) with wheeled cargo weighing up to 3000 Kg each	€ 16.60
with wheeled cargo weighing from 3001 to 8000 Kg each	€ 29.70
with wheeled cargo weighing over 8000 Kg each	€ 59.90

4.2) Charges for the moving of containers according to paragraph 3 are added to the rates of paragraph 4.1.5.

4.3 In the cases 4.1.1, 4.1.2, 4.1.3 and 4.1.4, the rates include:

- The transfer of the container from the yard to storage areas or areas outside the terminal.
- The stripping of the container and the delivery of its cargo to storage areas or to land transport means.
- The restitution of the empty container to the terminal yard or its delivery from the stripping area to land transport means.

4.4. "Groupage" cargos belonging to more than one tariff category are assessed according to the tariff category with the highest rate on the whole cargo.

#### 4.5) Discounts

4.5.1. In the cases 4.1.1, 4.1.2 and 4.1.3, if the stripping and delivery of the container's cargo to land transport means or to storage areas managed by ThPA SA and vice-versa is accomplished by private workers, ThPA SA assesses, per container regardless of the dimensions, a charge of **€ 165.00**

4.5.2. Charges for the delivery of container cargo directly to the vessel and vice-versa are assessed according to the rates of tariff Number 6, paragraph 4, and to the rates of tariff Number 1 for works on board, discounted by 20%.

### **5. Customs – sample control of container cargo**

5.1) A one-off charge is assessed against customs sample control of containers loaded with Non Community cargos (to export and reimport a small part thereof), amounting per container to **€10.00**

5.2) To safeguard the interests of the State and of the European Union or of public health or for other substantiated grounds (e.g. detection of illicit trafficking), the Control Customs of the Free Zone or another public service may submit a request to the Exploitation Directorate, for physical control of containers that fulfill the hazardousness criteria. The unstuffing and stuffing of such containers are carried out by the personnel and mechanical equipment of ThPA SA, provided they are available and 50% of the respective stripping – re-stuffing charges are assessed against the owner or the shipper.

### **6. Weighing of containers**

Fees per container regardless of dimensions **€ 7.00**

### **7. Connection and disconnection of clip-on units**

Connection and disconnection of clip-on units to refrigerated containers, fees are assessed per container at **€ 10.00**

## TARIFF Number 7

### 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 locomotion, 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 staff (drivers, operators) is provided by ThPA SA:

1.1.1) During regular working hours

**50%**

1.1.2) During overtime hours

**100%**

1.2) Crawler tractors loaded/unloaded by self-power via Ro-Ro locomotion 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 locomotion, 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 the 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) Use of a gantry crane, mechanical and transport devices in tariff No.5A
- 1.1.7) Provision of hoist operators
- 1.1.8) Use of loading/unloading equipment and claws, forked or magnetic
- 1.1.9) Distribution of the cargo into sections, as described in the transport documents
- 1.1.10) 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
- 1.1.11) 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 collection of cargo in storage facilities
- 2.4) Moving railwagons
- 2.5) Use of the 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, II during the phase land transport means – storage facilities and vice versa from 22:00
	»	»	50	I\D1, I\D2, II & III	
Saturday	From 15.00	From 0.800	75	I\A, I\B, I\C	In transit cargo during the phase land transport means – storage facilities and vice versa from 15:00
	»	»	50	I\D1, I\D2, II & III	
Sunday Holidays	From 0.800	From 0.800	75	I\A, I\B, I\C	
	»	»	50	I\D1, I\D2, II & III	

#### 2) Table of overtime surcharges for Containers

Work Days	Vessel-storage facilities and vice versa	Mechanical means to storage facilities and vice versa	Amount of surcharge %	Fee Category	Notes
Monday- Friday	Flat rates	From 20.00	50	I\V	At the Container Terminal
	From 22.00	From 22.00	50	»	At the Conventional port
Saturday	Flat rates	From 15.00	50	I\V	At the Container Terminal
	From 15.00	From 15.00	50	»	At the Conventional port
Sunday Holidays	Flat rates	From 08.00	50	I\V	At the Container terminal
	From 08.00	From 08.00	50	»	At the Conventional port

#### 3)

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

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

- the fees 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, m3 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. At the Container Terminal

Every day of the year and 24 hours a day:

1.1.1. For vessels being served by the gantry crane, per gantry crane and hour **€ 560.00**

1.1.2. For ferry vessels with the Ro-Ro loading/unloading system per hour **€ 140.00**

1.1.3. For vessels that sail in with a delay of three (3) or more hours from the beginning of the shift they have booked, the prescribed fees are due per hour of delay (after the first 3 hours), regardless of whether or not they have loaded/unloaded the minimum number of loaded or empty containers by the end of the shift (50).

1.1.4. Vessels that have docked at quays 26 and 27 and that 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 Container Terminal Department.

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

##### 1.2. At the Conventional Port

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.

## **2. Charges for Cancellations**

### 2.1. At the Container Terminal

Every day of the year and 24 hours a day:

2.1.1. For vessels being served by the gantry crane, per gantry crane and shift **€ 2800.00**

2.1.2. For ferry vessels with the Ro-Ro loading/unloading system per shift **€ 700.00**

In the event of cancellation of activities, yet disposal of the gang for the service of another vessel, the above surcharges are not assessed against the vessel that had originally booked the gang.

### 2.2. At the Conventional Port

2.2.1 During regular work hours (par. 2.1, 2.3 and 2.5 of Article 6)

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 prescribed in the previous paragraph is collected.

2.2.2. During overtime work hours (par. 3.1, 3.2 and 3.4 of Article 6)

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 of 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 Head of the Port Operations Coordination Department, the Director of Exploitation 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 book 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, trans-shipped 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 containers and 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 2500 kilograms € 22.00

Over 2500 kilograms € 44.00

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

Up to 2500 kilograms €6.00

Over 2500 kilograms € 12.00

The above rates include the customs sample control duties.

#### 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 200 trucks per year of the same liable payer 15%

(The discount is valid as from the 201 truck).

2. Trucks holding a TIR carnet, a T1, or other transport document, entering the outdoor areas of the Free Zone with empty 20' or 40' containers for customs formalities, are assessed for use of port infrastructure and stay:

Up to 2 indivisible days, per truck € 10.00

More than 2 days, per day and per truck € 2.00

3. Passenger cars or trucks entering the outdoor areas of the Free Zone from the terrestrial gates 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.

## 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	€ 2.00
1.2. Liquid chemicals of categories I and II	per ton	€ 2.00
1.3. Liquid chemicals of categories III and IV	per ton	€ 2.50
1.4. Cement	per ton	€ 1.30

2. Vessel docking 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 number 18 of the GPR 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 amounting to €0.30 per ton are charged for the filling of storage tanks from tank vehicles, further delivery of the cargos to tank vehicles and exit from the terrestrial gates of ThPA SA

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 the terrestrial gates of ThPA SA



### 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**

- Sheep and goat **€ 0.15**
- Cattle – horses **€ 0.70**

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

Rates in €		
Days of stay	Sheep and 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 and goat **€0.15**
- Cattle - horses **€0.30**

**4. Port infrastructure dues** 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, 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.

2.2. 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 unboarding fees (provided the port is the port of departure or the port of arrival of the passenger):

per passenger €1.5

If ThPA SA is the port of departure and the terminal 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 € 0.70

#### 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 above 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: € 0.75
  - over 450 cc  
per vehicle and indivisible 24hour stay: € 1.50
- 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: € 5.00
- 3.4.3. Buses – Pullmans,  
per vehicle and indivisible 24hour stay: €15.00
- 3.4.4. Truck vehicles, semi-trailers or hauled of a length:  
up to 8.5 meters  
per vehicle and indivisible 24hour stay: €10.00
- 8.5 meters and above  
per vehicle and indivisible 24hour stay: €15.00

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

Vehicles of all nature weighed before boarding passenger vessels and ferries in regular service, 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	3.00
From 10,001 to 20,000	5.00
From 20,001 to 30,000	8.00
From 30,001 to 39,000	10.00
39,001 and above	12.00

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

- 5.1. The collection of the special transiting 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 fees of paragraphs 2.2, 3 and 4 are adjusted every year by a percentage equal to the Consumer Price Index of the previous year as published by the NSSG (National Statistical Service of Greece).**

## **SECTION FOUR**

### **ANNEXES**

1 <sup>st</sup> Annexed tariff	Entrance, berthing, mooring, anchorage, decommissioning and salvage
2 <sup>nd</sup> Annexed tariff	Reception of vessel-generated waste and cargo residues
3 <sup>rd</sup> Annexed tariff	Water supply
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: <ol style="list-style-type: none"><li>1. Dry bulk cargo and general cargo</li><li>2. Wheeled cargos</li><li>3. Grain in silo cells</li><li>4. Containers</li></ol>
10 <sup>th</sup> Annexed tariff	Concession of use of areas to third parties: <ol style="list-style-type: none"><li>1. For port activities</li><li>2. For exhibitions or other events</li></ol>
11 <sup>th</sup> Annexed tariff	Issuing of documents and duties by ThPA SA

### **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

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

### ENTRANCE, BERTHING, MOORING, ANCHORAGE, DECOMMISSIONING, AND SALVAGE of vessels/vessels afloat in the harbour area of the ThPA SA

#### 1. ENTRANCE FEES

Entrance fees are calculated for each vessel based on the gross register tonnage (GRT) of the vessel:

1.1.	Container vessels (cellular)	per RT	€0.050
1.2.	General cargo vessels:		
	1. From 100 to 999 GRT	» »	€0.025
	2. From 1000 GRT and up	» »	€0.046
1.3.	Cruise vessels	» »	€0.046
1.4.	Passenger vessels	» »	€0.015
1.5.	Tankers transporting liquid fuels, at the liquid fuel anchorage	» »	€0.040
1.6.	General cargo vessels, at the AGET Iraklis anchorage	» »	€0.025

#### 1.1. *DISCOUNTS*

Discounts are granted based on the total annual entrance fees, as follows:

1.1.1. For ships of the same shipping company that concluded under the same name in a calendar year:

	<i>CALLS</i>	<i>DISCOUNT</i>
1	30-49	10%
2	50-69	15%
3	70-79	20%
4	80-89	30%
5	90 and more	35%

The discount is calculated on the total calls of the corresponding scale and is prorated from the first call.

1.1.2. For cruise ships of the same shipping company that have the Port of Thessaloniki as their port of origin and that complete more than five (5) calls during a calendar year, discount [is] 10%. The said discount shall be given only if, prior to the beginning of the routes, a representative of the company submits the requisite information to ThPA SA and the discount is approved by the Company.

## 2. **BERTHING FEES**

Berthing fees are calculated per day and total vessel length for each vessel that lays berth at the quays of ThPA SA, at each arrival, as follows

2.1. General cargo vessels:		
2.1.1.) up to 500 GRT	per day and meter of length	€0.50
2.1.2) over 500 GRT	» » » » »	€1.05
2.2. Container vessels (cellular)	» » » » »	€1.05
2.3. Tankers, carrying chemicals or other liquids	» » » » »	€1.05
2.4. Cruise vessels	» » » » »	€105
2.5. Passenger vessels	» » » » »	€0.75
2.6. Vessels afloat that lay berth or unnecessarily remain at the quays, until their time of departure, are charged		
per GRT and day		€0.67

**Note:** *The day begins at 00:01 and ends at 24:00. A fraction of a day is considered as a full day. This note applies to the entirety of the present tariff.*

## 3. **STERN BERTHING FEES**

Stern berthing fees are calculated at 35% of the corresponding berthing fees, as the case may be.

## 4. **ANCHORAGE FEES**

- 4.1. Anchorage fees, for the stay of vessels “at anchor” are calculated per GRT and indivisible fortnight (15 [days]): €0.07
- 4.2. Anchorage fees shall also be paid by vessels remaining “at anchor” because of imposed security measures, maintenance or requisite seizure or other Judicial or Regulatory Authority decision on the vessel or cargo.

## 5. **DECOMMISSIONING FEES**

- 5.1. Decommissioning fees are calculated per GRT and per indivisible fortnight (15 [days]) of the vessel’s stay:
  - 5.1.1. “At anchor” €0.07
  - 5.1.2. Stern berthed or berthed in a second tier €0.45

## **6. FEES FOR VESSEL BERTHING AND STERN BERTHING WHILE UNDER REPAIR**

Berthing and stern berthing fees assessed against vessels under repair are calculated [based] on total vessel length per meter and day of stay:

LENGTH OF STAY (days)	STERN BERTHED VESSELS	BERTHED VESSELS
1 – 30	€0.28	€0.80
31 – 60	€0.54	€1.53
61 και άνω	€2.15	€6.15

## **7. FEES FOR FLOATING CONSTRUCTIONS AT THE QUAYS**

The fees for floating constructions at the quays after their towing or transfer for repair, maintenance, inspection, etc., are calculated [based] on the total vessel length, per meter and day of stay

€5.12

## **8. MOORING FEES**

Vessels afloat of special types and destination, remaining at the port for the realization of various operations, even if not working, are only assessed mooring fees calculated per indivisible month:

- |   |                  |         |
|---|------------------|---------|
| 8.1. Towboats and salvage vessels           | per horse-power  | € 0.15  |
| 8.2. Launches for the transfer of personnel | per launch       | € 55.00 |
| 8.3. Other floating constructions           | per construction | €280.00 |

- 8.4. Passenger/tourist vessels or other vessels or floating constructions granted sea area against consideration outside the passenger and commercial port, to stay and operate on-board establishments subject to sanitary inspection per vessel or construction €320.00

The above mooring fees under paragraph 8.4, include the possibility of stern mooring at the passenger port during the hours of non-operation of such on-board establishments.

## **9. EXEMPTIONS**

The following vessels – floating constructions are exempted from the payment of Tariff 5 fees:

- 9.1. Greek or foreign warships.
- 9.2. Vessels belonging to the Greek State or sailing on its behalf.
- 9.3. Vessels used for scientific research.
- 9.4. Vessels – floating constructions used by Contractors for the execution of works for ThPA SA



- 9.5. Vessels – floating constructions laying “at anchor” within the legal sea zone of ThPA SA not for loading/unloading operations but:
- 9.5.1. To take on fuel, food, water and stores.
  - 9.5.2. To disembark sick or dead people.
  - 9.5.3. For the changeover or supplementation of crew.
  - 9.5.4. To take on accessories or spare parts as well as to proceed to minor repairs.
- 9.6. Vessels remaining up to three (3) days at anchorage, are exempted from the anchorage fees in the following circumstances:
- 9.6.1. Waiting for loading/unloading operations, including the day of arrival.
  - 9.6.2. End of loading/unloading operations, including the casting off day.

**Notes**

- 1. When sailing is delayed due to the stress of weather, such delay is not taken into account when computing the beginning or completion of anchorage free time.
- 2. In the cases of paragraphs 9.5. (1.,2.,3.,4.) and 9.6.1., entrance fees (paragraph 1) and anchorage fees (paragraph 4) are charged after the lapse of three (3) days from the stay at anchor. In the cases of paragraph 9.6.2., anchorage fees (paragraph 4) are charged after the lapse of the corresponding deadlines.

**10. DUES FOR SALVAGE**

- 10.1. Whenever a vessel afloat of any category is totally or partially wrecked and the wreck remains at the bottom of the legal sea zone of ThPA SA, the following dues are assessed per GRT and day:

1	1 – 90 days	€0.05
2	91 – 180 days	€1.00
3	181 days and more (up until their removal)	€1.50

- 10.2. Owners of vessels afloat, partially or totally wrecked in the sea zone of ThPA SA, or third parties having been granted or left with the ownership of such vessels, shall, within 60 days and upon written notice, proceed to their removal. Should removal not be carried out within the said deadline, ThPA SA may proceed to the refloating of the wreck at its own expenses and claim the payment of the relevant compensation.
- 10.3. Wreck marking lights are taken care of by the competent Service of ThPA SA through the Lighthouse Service, whereas the relevant cost is assessed against the liable parties.

10.4. Provided an application for refloating / scrapping of the wreck has been submitted, ThPA SA Board of Directors defines by resolution the terms of execution of the work, along with the reasonable period of time for its completion.

During such period of time, a deduction of 50% is granted on the dues of paragraph 10.1, assessed against the wreck.

## **11. SPECIAL PROVISIONS**

11.1. Fees assessed against vessels and floating constructions are calculated per GRT, as follows:

11.1.1. For Gross Tonnage up to 1300, the old tonnage measurement is taken into account, according to the provisions of the International Convention of 1969.

11.1.2. The new tonnage measurement is taken into account, according to the International Convention of 1969, when GT is over 1300.

11.2. For tankers fitted with segregated ballast tanks – or an alternative design – and similar tankers (side hulls/double bottoms) according to the requirements of the MARPOL 73/78 convention, governed by the Council Regulation (EC) No 2978/94 of 21 November 1994, port dues charged and fully or partially based on the vessel gross tonnage shall be calculated on the basis of the “reduced gross tonnage” written in the “Remarks” of the “International Tonnage Certificate” (1969). The “reduced gross tonnage” is the gross tonnage arrived at when the gross tonnage of the segregated ballast tanks is deduced from the entire gross tonnage of the vessel, provided the relevant percentage of discount is equal or greater than 17% of the corresponding dues charged for tankers of the same gross tonnage without segregated ballast tanks.

If the percentage of discount on port dues of the above vessels is smaller than 17%, as well as the port dues of such vessels based on other dimensions, apart from the gross tonnage, then the dues shall be reduced by a percentage of 17% of the corresponding dues charged for tankers of the same dimensions, but without segregated ballast tanks.

In order to get the above favourable treatment, interested parties shall submit the relevant certificates, bearing all required elements, to the competent service unit of ThPA SA

## **12. COLLECTION OF FEES OF THE TARIFF FOR ENTRANCE, BERTHING, MOORING, ANCHORAGE, DECOMMISSIONING AND FOR SALVAGE**

12.1. Entrance, berthing and stern berthing fees are due within thirty (30) calendar days from the sailing off date.

12.2. Anchorage, decommissioning, repair fees as well as mooring fees are due within thirty (30) calendar days from the end of the month.

12.3. After the thirty (30) calendar days, a surcharge of overdue payment is assessed according to the percentage in force for debts to the State.

12.4. The amount related to the discounts on Tariff Number 5 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.

12.5. The parties liable for the payment of the fees of this Tariff burdening the vessel, are, jointly and severally, the owner of the vessel, the vessel's operator and the shipping agent at the time the claim was born, or, in the absence of the latter, the person acting as representative of the vessel. Especially with respect to fees "for salvage, decommissioned and seized vessels", the shipping agent is not liable.

### **13. MISCELLANEOUS PROVISIONS**

13.1. The entrance fees of paragraph 1.5 shall be adjusted as follows:

From the date of entry in force of this tariff to €0.042/ RT

From 1/1/2008 to €0.046/ RT

From 1/1/2009 they will equal the general cargo vessel tariff of paragraph 1.2 herein as adjusted on that year.

13.2. The entrance fees of paragraph 1.6 shall be adjusted as follows:

From the date of entry in force of this tariff to €0.027 / RT

From 1/1/2008 to €0.034 / RT

From 1/1/2009 to €0.041 / RT

From 1/1/2010 to €0.046 / RT

From 1/1/2011 they will equal the general cargo vessel tariff of paragraph 1.2 herein as adjusted on that year.

13.3. **With respect to all other cases of this tariff, fees shall be adjusted every year by a percentage equal to the Consumer Price Index of the previous year as published by the NSSG.**

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

### RECEPTION OF VESSEL-GENERATED WASTE AND CARGO RESIDUES

#### FIXED CHARGE

GRT	Rate
1 to 4,999	<b>€191</b>
5,000 to 9,999	<b>€383</b>
10,000 to 19,999	<b>€574</b>
20,000 to 29,999	<b>€765</b>
30,000 and above	<b>€957</b>

- The fixed charge includes:

The reception of fuel wastes up to 7 cubic meters and delivery within 2 hours. Every additional cubic meter shall be charged at €51 and every additional hour also at €51.

The reception of garbage up to 5 cubic meters and delivery within one hour. Every additional cubic meter shall be charged at €51 and every additional hour also at €51.

- During the stay of the vessel in the port, in case of more than one delivery of garbage, charges are as follows:
  - Provided the vessel lies at anchor, €102 minimum charge for delivery up to 2 cubic meters. Every additional cubic meter shall be charged at €51.
  - Provided the vessel is docked, €51 per cubic meter (minimum charge €51).
- For cruise vessels and passenger vessels, the charge is as follows:

In case of delivery of fuel wastes and garbage, the above charges apply per GRT. In case of delivery of garbage only, quantities up to 5 cubic meters are charged €138. Every additional cubic meter is charged €51. During the stay of cruise vessels in the port, in case of more than one delivery of garbage, minimum charge shall be €102 (for delivery up to 2 cubic meters). Every additional cubic meter shall be charged €51. In each of the above two cases, when solid garbage has been sorted, a discount of 10% is granted on the above rates.
- For Hydrofoils - tugboats, the charge is as follows:

In case of delivery of oil wastes and garbage, the above charges apply per GRT. Delivery of garbage only shall be charged €83.

- For Fishing vessels and Pleasure yachts having permission to carry a maximum of 12 passengers, the charge is as follows:
  - a) for delivery of liquid oil waste to a stationary port reception tank –
    - Moored: €35/month
    - Unmoored (transiting): €17.5/call
  - b) for delivery of liquid oil waste to a tank truck
    - Reception of oil waste up to 7 cubic meters and delivery time up to 2 hours, the charge is €191. Every additional cubic meter and every additional delivery hour shall be charged €51. In the said case (delivery to tank truck), the fixed due shall be deducted (€35 for moored and €17.5 for unmoored).
  - c) fixed charge for the solid waste reception facility:
    - Moored: €35/month
    - Unmoored (transiting): €17.5/call.
  
- Working time starts upon the arrival of the tanker or of the tank truck at the location of the serviced vessel. End of working time, disconnection of the waste reception hose.
  
- Garbage impregnated with oil is subject to a 50% increase of the above rates per each cubic meter.
  
- All above mentioned rates are valid for any start of working time, 365 days a year.
  
- The issuing of customs permit for each approach of the collection mean (tanker, tank truck) is included in the fixed charge.
  
- The charge for delivery of special or hazardous waste shall be considered case by case.

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

#### WATER SUPPLY IN THE TERRESTRIAL AND MARITIME PORT ZONE OF THPA SA

For the supply of drinking water from ThPA SA to the vessels and all types of floating constructions as well as to land facilities, charges per cubic meter are defined as follows:

##### A. To vessels and floating constructions

1. Water supply from hydrants of ThPA SA network
  - For each connection-disconnection by a water supplier of ThPA SA, fixed charge **€ 25.00**
  - Minimum charge 10 m<sup>3</sup> in total **€ 46.10**
  - Each m<sup>3</sup> after the 10 m<sup>3</sup> **€ 4.61**
2. Water supply from a water transporting vessel of ThPA SA
  - Minimum charge 100 m<sup>3</sup> in total **€ 750.00**
  - Each m<sup>3</sup> after the 100 m<sup>3</sup> **€ 7.50**
3. The vessels of the Greek Navy are exempted from the minimum charge of paragraph A.2 and are assessed €7.50 / m<sup>3</sup> for the delivered quantity.
4. Launches that carry persons or vessel supplies, tugboats and salvage vessels as well as other floating constructions that remain in the Port and pay mooring fees, will be assessed for their water supply from ThPA SA network (from a specific hydrant at the remezzo location, without the intervention of a water supplier) per m<sup>3</sup> of drinking water **€ 2.20**

In this case, the above floating constructions are exempted from the fixed charge and from the minimum charge.

##### Surcharges, waiting to start, cancellation of water supply

1. Rates are valid for water supply on business days (Monday to Friday) and from 08:00 hours to 22:00 hours. On the other days and hours, rates shall be increased:
    - On business days (Monday to Friday) **25%**
    - On Saturdays, Sundays and Holidays **50%**
  2. For delays in starting water supply, due to the supplied vessel and only after regular working hours, each waiting hour shall be charged at the foreseen rate per employed personnel **€ 32.00**
  3. For water supply of vessels from a water transporting vessel of ThPA SA on Saturdays, Sundays and Holidays, the application for water supply shall be submitted to the Technical Support Directorate up until 15:00 hours on Friday or on the business day preceding the Holiday. Such application **cannot be revoked**.
- In the case of overdue revocation, a lump sum charge of **€ 560.00 shall be assessed**.

##### Notice

1) Illegal water supply of vessels from ThPA SA network shall be subject to an administrative penalty of **€ 1,000.00** before the sailing off of the vessel, assessed against the captain or the vessel owners, jointly and severally.

2) For the illegal water supply in other cases from the ThPA SA network, an administrative penalty of € 500.00 shall be assessed.

3) Vessels calling at berth for water supply (from hydrants), shall move away immediately after the completion of the water supply or otherwise be assessed the foreseen fees for peremptory berthing.

## **B. Land facilities**

For the supply of drinking water from the ThPA SA network through a permanent connection to works contractors, restaurants, refreshment areas, public services, 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>

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

### TELEPHONE AND NETWORK CONNECTION SERVICES

1. For each telephone connection – disconnection to berthed vessels, fixed charge **€25.00**  
Telephone units are charged according to OTE (Greek Telecommunications Organization) tariff rates.
2. For each telephone connection of thirds, active within the port, a yearly indivisible charge:
  - 2.1) if they are connected through the ThPA SA switchboard **€94.24**
  - 2.2) in case of direct contract with OTE **€50.00**
3. Network services
  - 3.1 The initial setting of a computer, its connection to the ThPA SA network and the creation of a web page that will monitor in real time the data transfer to and from the computer, 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 **fifteen euros (€15) per month** There is no upper or lower limit to the transfer of data.
  - 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 **The above rates for network services charges shall be adjusted every year according to the valid rates of the providers of telecommunication services.**



## 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**
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 power supply of reefer containers from the special substation of the Container Terminal, the following are collected per indivisible 24hours of power supply (from 00.01 to 24:00)
  - Containers up to 20’ per day and per piece **€17.00**
  - Containers up to 45’ -//- -//- -//- **€23.00**



## 2. CRANES (Mobile - Electric)

### 2.1. Hire charges

Charges are assessed in the case:

- of non realization of 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 GRAB</b>			
- lump sum amount, per application for disposal			€225.00
- 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	Perhour 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>
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	€ 50.00
- Shovel loader J.C.B.	per hour	€ 64.00
- Crane excavator 1 KY	per hour	€ 86.00
- Caterpillar crawler	per hour	€ 79.50
- Road roller	per hour	€ 70.00
- Grader	per hour	€ 79.50
- Vehicle with platform lifting at 12 meters	per hour	€ 66.30
- Vehicle with platform lifting at 35 meters	per hour	€ 86.20
- Drain cleaning vehicle	per hour	€ 70.00
- Refuse collection truck	per hour	€ 64.00
- Dumping vehicle 6 tons	per hour	€ 64.00
- Dumping vehicle over 11 tons	per hour	€ 70.00
- Vehicle with accumulators	per hour	€ 50.00
- Rail and road tractor	per hour	€ 165.70
- Tractor with pawl	per hour	€ 99.40

#### 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 submission 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

Tugboat	Horsepower	Flat fee €	Per hour €
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).

## 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. Traders 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 thirds, 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 thirds, as well as against ThPA SA and its staff, provided such staff 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 €

Category of goods	Indoor storage areas			Outdoor storage areas		
	1-30 days	31-60 days	61 days and more	1-30 days	31-60 days	61 days and more
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 as follows (for cargos loaded/unloaded from/to vessel):

<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, to the opinion of the competent operational unit.

#### 1.2. Discounts

On all goods in storage areas of the Free Port **50%**

#### 1.3. Remark

ThPA SA does not accept storage in its storage facilities, of cargos of the IMO category classes: 1, 2, 3, 4.2, 4.3, 5.1, 5.2, 6.1, 7, 8, and 9.

#### 1.4. 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> = 1000 kilograms  
Styrofoam and other 9.3 m<sup>3</sup> = 1000 kilograms

## 2. WHEELED CARGO

Per day per piece. Rates in €

Weight of wheeled cargo	Vehicles trailed to outdoor storage areas			Motorcycles-mopeds in indoor storage areas		
	1-15 days	16-30 days	31 days and more	1-15 days	16-30 days	31 days and 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 and 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 1000 kilograms

Category of goods	1-60 days	61 days and 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.

## 4. CONTAINERS

### A. INCOMING (IN) - LOADED

Rates in €

<u>Days of stay</u>		<u>20'</u>	<u>40'</u>
1-3	Indivisible 3-day stay	3.50	7.00
4-10	per day	3.50	7.00
11-20	per day	5.25	10.50
21 and more	per day	7.00	14.00

## B. OUTGOING (OUT) - LOADED

Rates in €

<u>Days of stay</u>		<u>20'</u>	<u>40'</u>
1-8	Indivisible 8-day stay	3.50	7.00
9-15	per day	3.50	7.00
16-25	per day	5.25	10.50
26 and more	per day	7.00	14.00

## C. EMPTY

<u>Days of stay</u>		<u>20'</u>	<u>40'</u>
1-10	Indivisible 10-day stay	1.75	3.50
11-20	per day	1.75	3.50
21-30	per day	2.625	5.25
31 and more	per day	3.50	7.00

## D. TRANSHIPMENT

<u>Days of stay</u>		<u>20'</u>	<u>40'</u>
1-15	Indivisible 15-day stay	3.50	7.00
16-30	per day	3.50	7.00
31-40	per day	5.25	10.50
41 and more	per day	7.00	14.00

### 4.1. Surcharges

4.1.1. Containers with inflammable or hazardous cargos or wastes, as well as containers with mixed cargo of hazardous and non hazardous products fall under the corresponding percentages of tariff number 5, paragraph 2.2. (article 15)

4.1.2. 45' containers **25%**

4.1.3. Flat rack containers **100%**

4.1.4. Open top containers without the addition of sling **50%**

4.1.5. 20' or 40' trailers are assessed twice the corresponding container rate.

### 4.2. Notes

4.2.1) Containers in transit fall under the storage tariff of OUTGOING (OUT) containers.

4.2.2) Reefer containers fall, in terms of storage, under the provisions of their corresponding categories.

4.2.3) Containers on trailers are considered as one unit and their storage dues are computed on the basis of the trailers dimensions.

4.2.4) Cargos in transit stored in indoor or outdoor areas, if further stuffed into containers, are subject, as from the stuffing date, to the provisions applying to container fees and vice-versa. For the empty container that will result from the stripping operation, respective fees applying to empty containers are collected as from the day following the stripping operation.

4.2.5) Cargos in transit stripped in storage areas of ThPA SA are subject, as from the day following their stripping, to storage fees as follows:

4.2.5.1) empty containers, according to the first scale of empty containers,

4.2.5.2) containers' cargo, according to the free period of storage time of paragraph 1.1. herein.

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

**CATEGORY A**

Bulk cargos 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 cargos 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 *cargos 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**

By resolution of the Board of Directors of ThPA SA further to a recommendation of ThPA SA Managing Director, the concession of use of outdoor and indoor areas to thirds for port activities is permitted.

The concession of use is indivisible, at least of a monthly duration, and beginning on the first day of each month. The exact duration of the concession is defined according to the cargo, the operational needs of the port and the availability of areas.

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) for the time period extending from 01.01.2007 to 31.12.2007 is:

<u>1.1. Indoor areas per m<sup>2</sup> and per month</u>	
a) Storage areas	<b>€ 3.37</b>
b) Offices	<b>€ 8.39</b>
<u>1.2. Outdoor areas per m<sup>2</sup> and per month</u>	
a) Yard	<b>€ 1.26</b>
b) Nearby to the quays (45- 80 meters from their edge)	<b>€ 2.12</b>
c) Container Terminal yard (for the installation of lashing workshops, repair of cooling units and other auxiliary works)	<b>€ 2.13</b>
<u>1.3. Offices in the Container Terminal per m<sup>2</sup> and per month</u>	<b>€17.35</b>
<u>1.4. Sheds per m<sup>2</sup> and per month</u>	<b>€ 2.73</b>

**2. For the organization of exhibitions or other events**

The concession of use of indoor areas of the Free Port to thirds is permitted (save for the specially arranged buildings of Pier A and its surrounding space), for the organization of exhibitions or other events, by virtue of a resolution of the Board of Directors of ThPA SA further to a recommendation of ThPA SA Managing Director.

2.1. The indicative rate (base rate) of such storage areas for the time period extending from the 01.01.2007 to 31.12.2007 is:

- Up to 10 days	per m <sup>2</sup> and per day	<b>€ 0.67</b>
- From the 11 <sup>th</sup> day on	per m <sup>2</sup> and per day	<b>€ 0.45</b>

**3. The consideration defined in the port areas concession of use agreements will be adjusted every year according to a percentage equal to the Consumer Price Index of the previous year as defined by the NSSG, plus 2%.**

4. By resolution of ThPA SA Board of Directors, all above rates may be increased. Exceptionally for the cases of paragraph 2, ThPA SA Board of Directors may, for national, cultural or social purposes and further to a request of the interested parties, concede the use of outdoor or indoor storage areas, after having assessed the specific grounds for which the use is requested,

a) with a discount of 100% for the right of use and b) against the payment of operational expenses in full or at rates smaller than the ones foreseen each time or on the condition that ThPA SA appears as a sponsor of the event.

## **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> |



## 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 physical persons 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 outside for the Free Zone, to private cars of thirds and parties not dealing 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 for the private cars of crews of launches and tugboats 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 with Greek registration licenses, belonging to physical or legal persons involved in activities at the port, at the cost of **€700.00 plus VAT**.
  - 6.2. 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**
  - 6.3. Empty trucks and trailers, tractors and machinery parked in strictly defined areas of the port, outside the Free Zone, and not holding the above annual permit, are charged **€15.41 plus VAT** for each lay day.  
Permits granted free of charge to ThPA SA employees, to the Harbor Master's Office of Thessaloniki, to ThPA SA subcontractor for cleaning services and to the day-nursery contractor are exempted from the payment of the amounts mentioned in this paragraph.

- 7) All those who acquire free entry permits to ThPA SA, according to the Circular Order of ThPA SA in force, pay € 10.00 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.

Permits granted free of charge to the employees of ThPA SA, to the Central Port Authority, to the ThPA SA subcontractor for cleaning services and to the day-nursery contractor are exempted from the payment of the amounts mentioned in this paragraph.

- 8) In all cases of permits granted for one year, 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 up until the 31<sup>st</sup> of December of the said year, ThPA SA yearly rights remaining in full.

**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 against the use of the **private cars parking at the Passenger Terminal and at gate 6** are:
  - 1.1) Occasional clients **€1.20/hour** and after ten (10) hours **€0.40/hour** including VAT. Entrance to the parking is charged €1.20/hour. 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.
  - 1.2) **Yearly charge: not available.** The year begins on the 1<sup>st</sup> of January and ends on the 31<sup>st</sup> of December and is indivisible.
  - 1.3) **Monthly charge €132.00**, inclusive of VAT. The month begins on the 1<sup>st</sup> and is indivisible, regardless of the date of issuing or renewal of the card, upon payment of the monthly rate in full.
  - 1.4) Any loss of card is charged **€ 15.00** inclusive of VAT.
  
2. **For storage areas conceded for exhibitions or other events**, the indicative rate (base rate) of the lease for the period extending from the 1<sup>st</sup> of January 2007 to the 31<sup>st</sup> of December 2007 is:
  - 2.1) For a concession of up to 10 days **€0.67/m<sup>2</sup>** per day. From the 11<sup>th</sup> day and on, **€ 0.45/m<sup>2</sup>** per day.
  - 2.2) For leases of less than 2 months duration (61 days), the base rate of the lease provided in this tariff is increased by 30%, so as to cover the air-conditioning, outdoor areas cleaning and water supply charges.
    - The power supply expenditure is calculated on the basis of the respective meter indication.
    - The OTE telephone bill is paid separately.
    - If, by resolution of the Board of Directors of ThPA SA, a discount on the lease or a lease higher than the one resulting from the base rate has been defined, the above percentage related to air conditioning, water supply and outdoor cleaning shall refer to the base rate of the lease.
  - 2.3) For leases of a duration exceeding 2 months (61 days), the allocation of common charges of the warehouses of Pier 1 is computed according to the Regulation of Common Charges Expenditure of Warehouses A, B, C, D and 1 of ThPA SA Pier 1.
  - 2.4) For the organization of political events, a discount of 50%, on the foreseen consideration for the use of the area and the respective operating costs, is granted.
  - 2.5) 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, plus VAT.
  - 2.6) 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, plus VAT.

- 2.7) 25% of the consideration for the use of the space shall be paid to ThPA SA as a guarantee (deposit) upon the approval of the concession by the Board of Directors of ThPA SA. The balance shall be settled seven (7) days before the beginning of the event, upon the signature of the relevant agreement.
- 2.8) For the days of preparation and dismantling of the hall, the concessionaire shall pay 50% of the foreseen consideration for the use of the space and the corresponding operating costs assessed at 30% of the base rate.
- 3.
- 3.1) Further to approval of the Board of Directors, the simple disposal of – concession of use of Saint Nicolas Port Chapel for religious ceremonies is granted against a consideration of €401.37, plus VAT, including operating costs. Such amount shall be paid in advance to ThPA SA seven (7) days before the ceremony date.
- 3.2) Further to approval of the Board of Directors, the simple disposal of – concession of use of the chapel's garden (1000 m<sup>2</sup>) is granted to hold receptions following the ceremonies, with soft music playing appropriate to the surroundings, against the consideration of €814.97 plus VAT, including operating costs. Such amount shall be paid in advance to ThPA SA seven (7) days before the reception date.
- 3.3) The concession of use of the chapel and garden for the same purposes, to the Port Authority employees and to their first-degree relatives, is free of charge.
- 3.4) 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. Outside the Port

The immovable property of Thessaloniki Port Authority located outside the port 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) for the period extending from 01/01/07 to 31/12/07 is **€3.13 per m<sup>2</sup> plus VAT**.

#### 5. CLARIFICATION

- 5.1) By resolution of the Board of Directors of ThPA SA, all above rates may be defined at higher levels. Exceptionally with respect to the cases of paragraph 2, the Board of Directors may, for national, cultural or social purposes further to a relevant request and considering each time the grounds supporting the request of use, concede the use of outdoor or indoor port areas free of charge or at rates lower than the ones provided each time or on the condition of featuring ThPA SA as sponsor of the event.
- 5.2) **Concession agreements for the use of port areas are subject to annual adjustment of the consideration by the percentage of increase of the Consumer Price Index of the previous year as determined by the NSSG increased by 2%.**  
This annual increase (every calendar year) also includes the rates mentioned in paragraphs 1, 2, 3 and 4 of this Tariff that is automatically updated each year mutatis mutandis, care of the competent service unit of ThPA SA.

**B.** Approves the transitional provisions of the Regulations and Charges Tariff of ThPA SA indicated hereafter:

**Transitional provisions  
of the Regulations and Charges Tariff of ThPA SA:**

- 1.- For operational reasons, the payment of fees for work on land according to Tariff 5A, (Container Loading/Unloading Operations at the Container Terminal with Gantry crane), shall enter in force on the 1<sup>st</sup> of November 2007.  
Up until that date:
  - 1.1.- it will still be possible to directly load in the Container Terminal, laden containers with domestic cargo bound for export as well as empty containers from trucks of forwarders using the gantry crane or the Ro-Ro system on the vessel, against the rates assessed to the respective works in Tariff 5A or 5C,
  - 1.2.- the number of 16 containers is defined as the minimum number for hourly loading, per shift and per gantry crane,
  - 1.3.- the difference that will occur, should the minimum limit of 16 not be achieved, shall be computed and collected as for empty 20' containers.
- 2.- The progressive depositing of laden containers with cargos bound for export and of empty containers in the terminal shall be completed by the 31<sup>st</sup> of October 2007.
  - 2.1.- As from the 1<sup>st</sup> of November 2007, the above containers shall be exclusively handled through the terminal and, apart from the charges related to the on-board works of tariff 5A or 5C, the charges for on-land works of Tariff 5A shall also be collected.
  - 2.2.- From the date of entry into force of these present up until the 31<sup>st</sup> of October 2007, the charges assessed against depositing – receipt from land transport means at the terminal and vice-versa shall be the following:

**Rates in €**

<b>CONTAINER</b>	<b>20'</b>	<b>40'</b>
Import	36.5	47.4
Domestic for export	18.2	23.7
Tariff-wise in transit from 1-2,500	29.2	37.9
Tariff-wise in transit from 2,500 and more	25.5	33.2
Empty	21.9	28.4

**C.** States that the attached Regulations and Charges Tariff of ThPA SA and the transitional provisions, shall apply after their publication in the Government Gazette, as from the 1<sup>st</sup> of April 2007, for two years (2007 and 2008), with simultaneous abolishment of the existing Tariff of Charges of ThPA SA

**D.** States that the attached Regulations and Charges Tariff of ThPA SA and the transitional provisions, shall be adjusted for the first time on the 1<sup>st</sup> of January 2009, save for paragraphs 2.2, 3 & 4 of the 4<sup>th</sup> Special Tariff, for the Tariff 1 of the Annexes, of paragraph 3 of Tariff 4 of the Annexes, for Tariff 10 of the Annexes and of Tariff 2 of the Appendix, the rates of which shall be adjusted as stipulated therein.

**E.** Ratifies the resolution on the same day.

This resolution shall be published in the Government Gazette.

Thessaloniki, the 27<sup>th</sup> of February 2007

The Chairman of the Board of Directors of ThPA SA

Lazaros Kanavouras