

CONTAINERS TRAFFIC

1) <u>Loading/unloading services in ordinary working hours</u>	FLAT-RATE PRICES €/unit
Lo-Lo system	
20' full containers	158,89
20' empty containers	127,11
40' full containers	204,78
40' empty containers	176,55
The above-mentioned prices include:	
- loading or unloading	
- positioning on the yard	
- loading onto or redelivery from vehicle	
- seal application (if necessary)	
- surcharge for extra working hours (beyond the ordinary working hours)	
2) <u>Shifting in ordinary working hours</u>	
Lo-Lo system	
In the hold (1 movement)	88,24
Via quay (2 movements)	162,40
3) <u>Additional liftings (movements) not included in the loading/unloading flat-rate price</u>	
For filling/emptying	24,71
Other liftings	31,78
4) <u>Reductions (per container)</u>	
Reshipment, for transloading	35,30
Loading/unloading directly onto vehicle	7,06
5) <u>Surcharges</u>	%
- 2nd shift on Saturdays	+20%
- night shift	+60%
- Sunday shift	+100%
- holidays shift	+150%
- containers placed under coaming	+100%
- non standard containers	+100%
- containers with dangerous goods inside	+30%
6) <u>Inactivity</u>	€/team
stowing/unstowing operations	1.025,00
7) <u>Weighing service (per vehicle)</u>	€/unit
Weighing and calibration (per vehicle)	22,61
8) <u>Storage rights</u>	days of stoppage

On the yards	after the 20th	
	free storage	€/unit
20' containers	20	2,12
40' containers	20	4,25
Empty containers	20	1,76

Stored containers that are not loaded in the M.S. terminal will not benefit from any free storage period.

9) Liabilities

For containers introduced into port yard whose declared value is higher than 51,645.69 €, a daily price of 54,23 €/cent will be applied for each million exceeding the 51,645.69 €.

M.S.'s responsibilities will be limited to the customer's declarations, or up to 61,645.69 € in the absence of such declaration the terminal will take delivery of the containers at the time of unloading/loading without checking the content, taking care of the inspection of the seal of origin and of the external conditions of the container.

The terminal accepts no responsibility for damages and/or flaws regarding the goods inside the containers that, by their own nature or flaw, cannot be considered closed.