

ROLL ON/ROLL OFF TRAFFIC

1) Loading/unloading services in ordinary working hours

FLAT-RATE PRICES

€/unit

Mafi and trailers

- full, up to 20'	67,08
- empty, up to 20'	55,79
- full, over 20'	96,74
- empty, over 20'	74,86
- 20' full containers	123,58
- 40' full containers	158,89
- 20' empty containers	101,58
- 40' empty containers	125,01

Prices include the cost of rolling vehicles towing. Should this operation be carried out by one's own means, the above-mentioned prices will be reduced by **3.80 €** per item or unit, depending on the number of one's own means used during the shift.

Trucks, articulated lorries, transporters

- full, up to 20'	56,50
- empty, up to 20'	56,50
- full, over 20'	74,15
- empty, over 20'	74,15

Other vehicles

- up to 3 tons	35,30
- from 3 to 30 tons (up to 20')	56,50
- from 3 to 30 tons (over 20')	74,15

For vehicles over 30 tons (tare included), the following surcharges are applied:

€/ton

- from 30 to 150 tons	18,72
- over 150 tons	7,21

Rates for the unloading of vehicles by one's own means and/or labour.

For the unloading of vehicles by one's own labour and means:

- over 30 tons (per unit)	15,83
- over 30 tons (per ton from the 1st ton)	2,12
- cars, lorries and the like (per unit)	11,29

For the unloading of vehicles by the M.S. personnel:

- over 30 tons (per unit)	49,43
- over 30 tons (per ton from the 1st ton)	4,25
- cars, lorries and the like (per unit)	23,30

The prices for the unloading/loading services during ordinary working hours include:

- the transfer of vehicles from the storing area to the garage or ship's deck, or vice versa, in sequence according to the ship master's (or other person in authority's) instructions;
- driving and use of the necessary means to carry out the operations;
- use of chief stevedor and tallyman;
- stacking and unstacking of mafi;
- surcharge for any extra hour beyond the working hours (see art. 22 of the GENERAL PROVISIONS);
- surcharge for operations carried out in adverse climatic conditions.

2) Inactivity

Operations on Ro/Ro vehicles 1.025,00 €/hour per team

3) Surcharges

	%
night shift	+60%
Sunday shift	+100%
holidays shift	+150%

4) Weighing and calibration services

	€/unit
Land vehicle calibration (per weighing)	7,06
Gross weight weighing (per weighing)	14,12

5) Storage rights

	free storage	up to 20th	21st to 30th	after the 30th
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In the warehouses

Vehicles with cargo

up to 20'	6,36	12,72	16,24
over 20'	13,14	25,43	32,14

In enclosed yards (1)

Vehicles with cargo

up to 20'	8	4,25	7,13	8,48
over 20'	8	8,48	13,42	16,24
cars (2)	8		5,56	6,36
other vehicles	8		6,00	9,17

In enclosed yards

Vehicles with cargo

up to 20'	8	2,83	6,36	7,76
over 20'	8	3,53	6,36	7,76
cars (2)	8		5,29	5,29
other vehicles	8	3,53	6,36	7,76
empty vehicles	8	3,53	6,36	7,76

On top of the provisions under the last paragraph of art. 30 "Free storage" of the General Provisions, in the event of the unloading of vehicles by one's own personnel and means, a charge of 15.50 €/unit will be applied for assistance.

- (1) In case of rolling vehicles introduced into the enclosed yards and destined to or originating from ships whose cargo has not been taken delivery by M.S., instead of the period of free storage, a demurrage amounting to 3.10 € per unit/day will be applied, starting from the day after the introduction.
- (2) This rate can only be applied to (new and second-hand) cars arrived by land and paying the corresponding rate for unloading from land vehicles (even when one's own means are used). The other cars are subject to the payment of demurrage as specified in "Other vehicles". This rate will also be applied to lorries or the like weighing up to 3 tons. Should the failure to unload depend on M.S.'s organisational factors, no demurrage will be applied for rolling vehicles whose cargo is going to be stored in a warehouse.
Export rolling vehicles coming from the hinterland of a foreign country benefit from a free storage period of 15 days, except for the specifications in note (1) above.

6) Liabilities: causes of exclusion

The storage of rolling vehicles in the areas belonging to M.S. is possible by way of concession of the parking area at the customer's risk, excluding any form of storage of the rolling vehicles themselves and their cargo.

M.S. therefore accepts no responsibility for the loss of or damage to the vehicles and the goods they contain.