



TARIFF
of services and charges in the international trade

PORT OF ADRIA JSC BAR

Bar, January 2016.

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CHAPTER I – GENERAL BUSINESS TERMS

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1. General terms

Port of Adria JSC Bar (hereinafter: PoA) is doing business in accordance with legal regulations, Statute and other PoA documents, as well as with commercial conditions defined in this Tariff of services and charges in the international trade (hereinafter: Tariff).

- All PoA service users (forwarding agents, agents...) are bound to comply with General Business Terms.
- No activity can be carried out in PoA area by any entity without previous consent of the authorized PoA bodies.
- Computation and collection of services are done by PoA in accordance with the Tariff, unless otherwise agreed by specific contract or agreement.
- For the purpose of adequate work planning and service quality, PoA service users are bound to submit to PoA a notice with defined specific, key elements referring to the subject service (type of service, framework period and dynamics of cargo delivery, type of cargo, cargo value, form, storing requirements,...). Notice, announcing ship handling activities, it is necessary to submit to PoA 7 days before defined time for carrying out of the work.

2. Contracting

- Tariff represents a general offer for provision of PoA services. In case of any deviations from the rates and conditions in the Tariff, these must be defined with the offer or Contract which is, in that case, signed with PoA services users.
- Tariff defines official conditions for service provision. Conditions, services and charges different from the ones mentioned in Tariff that imply separate tariff rates and discounts are defined with the Contract that is signed as per previous approval of PoA Board of Directors.

a. Receipt, contents and form of work order

- Service user is bound to submit to PoA the document with which forwarding agent is authorised to act on his behalf and for his account.
- Requests for service provision are received by PoA by means of daily instruction for carrying out work order and work order. Work order is submitted to Operations Department on the form prescribed and in determined number of copies or in electronic form when relative conditions are created.
- Service user is responsible for the accuracy of data contained in work order. If PoA suffers any damage due to inaccurate data in work order, the orderer is bound to compensate the damage.

- Work order must contain all necessary data defined in the form (in particular in filling out data on import or export country, importer/exporter...).
- Along with the work order, it is necessary to submit to PoA the following documents: copy of charter party when demurrage and dispatch are defined (C/P or the extract from C/P), cargo manifest, delivery order (freight release), cargo plan, cargo lashing plan.
- The work order may be general (for complete cargo) and partial (for a part of the cargo). Work order is submitted at the latest with daily instruction for carrying out activities.
- The work order is considered received when certified by the authorized PoA worker.
- Acceptance of work order does not bind PoA in reference to time when a concrete service shall be rendered. Time of rendering services is defined in the process of operational planning through daily instruction for carrying out work order.
- Service user is bound to submit to PoA notice on arrival of the ship for loading-unloading of cargo at least 48 hours before its arrival to the port. If not, PoA does not guarantee the berth to the ship at its arrival.
- Proposal of a daily operational plan is agreed upon with PoA service users by means of daily external coordination.
- External coordination is held every workday at 12,00h at a place determined by PoA. On this occasion, work plan for II and III shift of that day and I shift of the following day is agreed upon. For activities to be carried out on Saturdays in II and III shift, on Sundays I, II and III shift and on Mondays in I shift, coordination is held on Saturdays, and for activities to be carried out on holidays and in I shift of the first workday following the holiday, coordination is held on the workday preceding holiday.
- In exceptional cases (if PoA has available free capacities,...), work order may also be accepted during external coordination and is valid as if it were submitted in due time.
- After external coordination, final version of a daily operational plan is formed.

b. Working hours

- Regular working hours for PoA service users:
 from Monday to Friday - I shift (07.00h – 14.00h)
 - II shift (14.00h – 21.00h)
 - III shift (21.00h – 04.00h), at the request of service user under special conditions
 Saturday – I shift - (07.00h – 14.00h)
- National holidays in Montenegro: **May 21st – Independence Day and July 13th – National Day**
- Holidays in Montenegro: **January 1st – New Year and May 1st –International Workers’ Day**

National and other holidays are celebrated two days i.e. day of holiday and the day following holiday. Holidays are not workdays. In case holiday is on Sunday, the following two days are not workdays. In case the second day of holiday is Sunday, the first following day is not workday.

- Any work carried out outside regular working hours is considered overtime work.
- Tariff rates referring to PoA services rendered in overtime work are increased in accordance with the provisions of chapter V – Special Conditions.
- PoA has the right, in case of need or obligations, to organize work also outside regular working hours but with previously obtained consent of the service user. In this case, work carried out for the service user is considered as if carried out within regular working hours.

c. Takeover of cargo

- Delivery and acceptance of cargo by PoA is exclusively carried out directly during handling activities. Quantities of cargo taken over are determined through tally lists and are signed (certificate on storing in/ storing out) by the authorized PoA worker and service user.
When cargoes are stored in, PoA is put in charge of units of these cargoes (container, piece, bundle, pallet...) and is liable exclusively for the number of received cargo units in visually good condition.
Any possible defects – damages to the cargo are recorded in written form during takeover of cargo. PoA is liable only for those damages caused during handling activities by its labour and its equipment.
- Service user is bound to secure the markings on the cargo visible and enable its identification. For any possible mistakes caused by inability to identify the cargo, service user shall be held responsible.
- Packing of cargo submitted to PoA must be adequate in order to secure protection of its quality and quantity. Badly or insufficiently packed cargo may be accepted only with previously submitted written statement of service user with which any liability of PoA for possible damages is eliminated. Service user is liable for any possible damages due to inadequate packing.
- If during unloading-loading of cargo from/ onto the ship a doubt arises concerning the damage to the cargo, it is necessary to inform immediately service user and possibly suspend further loading-unloading pending subsequent user's instructions.
- If the cargo stored in PoA shows signs of changes that could significantly impact the quality of cargo, PoA must inform immediately service user about this in written form.
- If specialized labour or equipment not owned by PoA is necessary to prevent negative changes of cargo or its return to the original state, PoA may allow users to carry out the work by themselves with mutually agreed written agreement.
- On the basis of separate/special contract, PoA receives the following cargoes:
 - dangerous cargoes (explosives, inflammable substances, toxic agents, etc.)
 - valuable cargoes: works of art, money, securities, as well as other valuable materials, very fragile cargoes as well as perishable cargoes.

d. Ship handling activities

- Permit for mooring of ship is issued by the competent maritime authority, whereas place of mooring is determined by PoA on the basis of type of cargo handling activity.
- PoA labour is exclusively engaged in handling activities. Ship equipment operators are provided by PoA.
- When ship's equipment is used for handling of cargo, they must have certificates of their working condition submitted to the authorized PoA representatives. In case of defects of ship's equipment, engagement of PoA equipment is carried out only on the basis of service user's work order.
- In case of badly stowed cargo in the ship (during unloading), PoA may appoint the commission consisting of a PoA representative and a ship representative or engage arbitration expert to ascertain the actual state of facts then and there. If it is ascertained that the cargo is badly stowed in the ship, PoA bears no liability for extraordinary costs, demurrage and possible damages to the cargo.
- Ship is liable for any damage caused by ship to facilities of port infrastructure or PoA equipment.

e. PoA liability

- PoA is liable for the work of its workers as well as for the functioning of its equipment. Therefore, it is responsible to services users, i.e. their representatives for any faults made
- PoA is not liable for damages during handling of cargo if they occurred without the fault of engaged workers and PoA equipment.
- PoA liability is also excluded in the following cases:
 - a) failure in work caused by factors independent of PoA business system:
 - natural disasters (earthquake, high or low temperature, flood, strong wind...),
 - shortage of power supply due to damages on the network outside PoA,
 - particular orders by state bodies,...
 - b) failure in work due to accidents (more serious injuries of workers,...),
 - c) failure in work due to customs, sanitary, veterinary, phytopathological and other inspections,
 - d) no fulfilment of obligations by service users resulting in:
 - delays, shortage or defect of cargo.
 - inability of PoA to accept adequately the cargo (caused by incomplete or unclear markings on the cargo...)
 - e) failure to work due to inherent features of the cargo,
 - f) damages due to fire or use of fire extinguishing equipment,
 - g) in all other events PoA cannot influence under normal circumstances.

f. Customs and other formalities

- Service users are bound to fulfil customs, sanitary, veterinary, phytopathological and other formalities. PoA is not responsible for their non- fulfilling in due time.

g. Claims/Complaints

- Service user is obliged to check the accuracy of submitted invoice within the period of five days and inform PoA in written form about the possible mistakes in calculation. PoA is obliged to consider the claims and provide written response to the service user within the period of 5 days. In case service user contests part of the amount on an invoice, he is obliged to pay to PoA uncontested amount from the invoice, whereas the subject of written claims is only contested part of the invoice.
- Claims addressed to PoA must be explained. Also, it is necessary to list in the claim all basic data from the work order according to which contested service was rendered.
- At PoA request, PoA service users must submit evidence for the liability of for shortage, damages or any other negative changes on cargo.
- Claims for damage compensation are taken into consideration by PoA only if accompanied by a corresponding claim for damages of service user. In case of theft, damages or loss of cargo occurred after the cargo acceptance by PoA, PoA shall make the compensation up to the value of cargo given in the work order or storing statement. PoA makes compensation only for actual damage to the goods, i.e. its value at parity where the damage occurred.
- Claims as per previous paragraph must be submitted within 30 days at the latest from the day of dispatching goods from PoA area. After the expiration of this period, claims shall not be taken into consideration.

3. Right to lien, retention and sale

- PoA has the legal right to lien and retention of cargo it received in case service user, within the determined period and after the written warning, fails to pay for PoA services.
In case service user does not take over the goods after the expiry of contracted period or after a year if there is no contracted storing period, PoA can sell the goods instead of the services user on a public auction but is previously bound to inform the user in written form of its intention and leave the user at least 8 days for the service user to take over the goods.
- PoA has the right to lien and retention of cargo it received until the service user does not settle outstanding liabilities. PoA has the right to reimburse its costs from the value of goods in the same manner as in the case of lien, but PoA must inform in due time the service user in written form before initiating reimbursement of its costs.
In case PoA cannot reimburse its costs by means of public auction, it may initiate court proceedings for the remaining due amount.
- In case of easily perishable cargoes that cannot wait for public sale, sale is carried out in compliance with a shortened procedure. The same applies to cargoes in PoA the owner of which cannot be identified according to legal procedure.

4. Storage period

- Storage period of cargo accepted by PoA is 6 months, including the day of storing in. This period may be extended under a new work order, with the consent of PoA, but not longer than 12 months. Storage period of cargo, the owner of which is unknown, is 3 months, after which PoA may freely dispose of it, unless otherwise agreed upon.

5. Collection of payments for works and services

- Service users are bound to pay invoiced amounts to PoA within the period 15 days from the day of publishing the invoice, date given on the invoice. In case of not paying in due time, PoA charges legal default interest.

6. Ban of smoking and fire handling

- Smoking and handling of open flame are banned in all closed and open areas where an adequate warning board is set to that effect.

7. Other provisions

- Shifting of goods from one storage to another can be carried out by PoA at the request of service user if there is available storage area and nature of cargo requires it.
- If shifting from one storage to another is carried out for the purpose of protection of cargo against harm, incurred costs of cargo shifting is at service user's account.
- Cargo may also be shifted from one storage to another due to PoA needs. PoA shall inform in due time cargo owner about this and incurred costs of cargo shifting are in this case at PoA account.
- Covering and protection of cargo are carried out at service user's request. PoA is not responsible for the quality of cargo in case it is stored in an inadequate area.
- During storage of cargo, service users may transfer right of disposal. PoA must be informed about the transfer of right of disposal by a separate work order. Work order must contain the statement of the entity to which right is transferred about taking over past and future costs in respect to PoA.
- PoA delivers cargo according to the markings, numbers and other characteristics only if service user asks for it by means of the work order.
- In case of unloading and storing of mixed cargo that is subject to sorting, sorting charges are at the expense of the service user who submitted the work order for unloading and storing of such cargo. When sorting cargo without markings or with insufficiently visible markings, PoA is not liable for identity of the cargo.
- When accepting cargoes, PoA has the right to check data on quantity by applying so-called trial weighing. If actual weight does not correspond to service user's work order, the service user covers costs of weighing.
- For each weighing on PoA scales and counting of cargo, PoA issues, at service user's request, a separate document "weighing statement". This document is signed by service user and authorised PoA worker.
- PoA may include into weighing statement its remarks in reference to cargo. The weighing statement may be issued in the form of a letter.

- Authentic interpretation of Tariff of services and charges in the international trade is given by COMMERCIAL DEPARTMENT.

8. Final provisions

- General business provisions shall be applicable to all business relations between the service user and Port of Adria JSC Bar.

CHAPTER II – GENERAL TARIFF PROVISIONS

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- Services rendered to service users are computed according to the Tariff. Terms and prices in this Tariff are subject to changes and amendments in the course of the year. Service users are informed about all changes within the period of 8 days before the application thereof.
- The rates in this Tariff are expressed in Euros. Charges are not computed by rounding off to a full ton of cargo quantity according to the principle of indivisible ton, but are computed as per actual cargo quantity
- If overtime work is requested for loading/ unloading of ships sailing under LINER TERMS and FIO terms, service users are charged for overtime work
- Waiting of labour for the beginning of work with a ship, not caused by PoA, is not charged if less than two hours. After that time, waiting of labour is charged (also taking into account the previous hours of waiting) under the terms of table 7.4 "Waiting of labour". The same shall apply for equipment, in which case table 7.2 "Hire of equipment" is applied.
- Cancelling of work ordered for Sunday or national holiday is possible under condition that service user cancelled such work during a previous workday until 12,00 h. If cancelling of work was not done in determined period, service user covers the expenses of waiting of labour for the entire shift.
- Cancelling of work for semi shift and shift has to be done until 18,00h on the previous day for the first shift of the following day, and for the second shift until 12,00h of the same day at the latest.
- Tallying of cargo in direct handling activity is done by the consignee/ shipper. PoA may give its own tallymen for tallying the cargo in direct handling activity with the compensation defined in table 7.1 "Hire of labour". In principle, sorting of cargo is not carried out during loading/ unloading. If it is exceptionally carried out, it will be charged as per separate agreement. This also applies for marking, weighing, etc. If sorting, marking, weighing etc. are carried out during loading, i.e. unloading; time used for carrying out these activities is not included in the lay days of a ship.
- Handling dangerous cargo is done on the basis of separate agreement signed between service user and PoA. Dangerous cargoes in the sense of General tariff provisions are as follows: radioactive, explosive, easily inflammable and harmful to health, i.e. cargoes listed in IMO classes. PoA may carry out handling activities with easily inflammable materials without a separate agreement if conditions are defined by operational work plan with dangerous cargoes and PoA Tariff.
- In case of computation of more than one increase of tariff rates, the sequence of their computation is as follows:
 - harmfulness for health,
 - on such increased rate obtained from including harmful effects, rate for difficult work is added,
 - on such previously obtained rate, increase for overtime work is added,
 - to such previously obtained rate, other possible increases are added.
- At the request of PoA, the ship is always bound to put at disposal its equipment. In case of any deficiencies or defects, PoA shall, at the request of service user, provide for work its own equipment and charge the service as per table 7.2 "Hire of equipment".

- Preparation of ship's equipment is carried out by the ship (lifting, lowering...). Operators for ship's equipment are provided by PoA.
- Service user is bound to define with PoA the maximum number of vehicles that may be accommodated in one delivery. Service user is also bound to secure setting of railcars on operational railway as per daily operational plan of PoA. PoA is not bound to carry out activities on railcars if they are not set as per daily operational plan or are set without prior consent of the authorized PoA workers. In that respect, PoA is not liable for damages that could occur. Inadequately set railcars can be moved by PoA to an adequate position, charging the service user with the effective costs of shifting.
- Tariff rate for handling activity ship's hold – ship's tackle – truck or vice versa, given as one amount at LINER TERMS of sea transport, is divided as follows:
65% of tariff rate is at shipowner's expense,
35% of tariff rate is at shipper's/ consignee's expense.
- Leasing storage area is charged by PoA on the basis of separate agreement made with service users.
- In case of loading or unloading of cargo into/from transportation means which are not set at the place of work as determined by operational plan of PoA, transport of cargo within PoA area is charged.
- In case of damage to the ship, truck or railcar during cargo handling activities, injured party is bound to:
 - Compile minutes on damage occurred including description of damage, evaluation of the damage as well as its causes. It is obligatory to compile the minutes in the presence of PoA representatives before the end of work shift during which the damage occurred at the latest.
 - After the investigation carried out, and if it is mutually agreed that the damage was caused by PoA, PoA shall carry out the repairs or give its written consent for the amount of compensation which shall be expressed in Euros.
 - In case of disagreement in reference to description, value or cause of the damage, a neutral expert commission shall be appointed to establish state of facts. Work stoppage and costs of engaging arbitrary commission shall be at the expense of the party that refused to recognize state of facts. All damages to ships, trucks or railcars shall be taken into consideration by PoA only when the above-mentioned conditions are fulfilled
- In case of damages to the cargo during handling activities, the procedure is as follows: PoA shall compile minutes on cargo damages on the spot and submit it to the cargo owner or its representative for countersigning. In case of disagreement between PoA and cargo owner, work is stopped in order to form neutral commission that should establish the state of facts and costs of work stoppage are at the expense of the party found guilty by the neutral commission. In case the amount of damage cannot be determined on the spot, PoA shall determine time and place of commission control of damaged cargo and shall inform the cargo owner about that. Damaged cargo shall be considered a new lot and for all further handling activities, cargo owner is bound to submit to PoA a separate work order
- Infected goods may be stored in PoA storages only with specific approval/order of competent state bodies. Service user is bound to declare type and level of infection of goods, i.e. to warn PoA of possible danger of infecting other goods and necessity to store the goods separately. Costs of disinfection of goods, its storing, engaging equipment for its handling as well as costs of incomplete usage of storage area are covered by the service user storing infected goods. If the user fails to inform PoA in due time about goods being infected, then that service user shall cover all other expenses and damages that could be caused by such user's failure (infection and disinfection of other goods, shifting of infected goods and goods being in danger of infection, storage charge „empty for full“ for unused storage area etc.)

CHARTER II – GENERAL TARIFF PROVISIONS

- In case of shifting of ship from one berth to another, costs of one shifting are at the expense of orderer, except in cases when PoA carries out the shifting for its own purposes. If ship is unloading/ loading more types of cargo (bulk, general...) service user is bound to give work order for shifting of ship to an adequate berth, with the compensation of costs of shifting of ship.
- PoA is not liable for exceeding deadlines for handling as per C/P, if there is no contract between PoA and service user defining handling rates. Ship's demurrage is paid by PoA to the service user with whom it has a contract signed in the amount determined in C/P. In case PoA does not have an agreed amount of daily demurrage with the service user, or the service user does not submit C/P 24 hours prior to ship's arrival, the amount of daily demurrage is calculated 0,28 Euro per 1 GRT of a ship. Realized dispatch is ½ of demurrage determined above.
- In case of direct handling activity where cargo is inadequately stowed, if there is need to sort cargo as per bills of lading or markings, or when placing or replacing railcars and other transportation means is not carried out in time, PoA is not liable for not fulfilling unloading or loading rates.
- Cases must have visible marks in reference to the mode of their placement during loading, i.e. unloading (arrow, glass, etc.) and cases exceeding 1000 kg must also have mark for weight. Otherwise, PoA shall bear no responsibility for possible damages that could occur.
- PoA charges for its services directly the service user with whom it signed a contract or its authorized representative (forwarder) who submitted a work order.
- If PoA service users request on their work orders for the service to be rendered at the expense of another party, then the respective work orders must have signature and stamp of such other parties as a sign of their agreement. If such a procedure has not been fulfilled, the service is invoiced to the service user who issued the work order.
- General tariff provisions are applicable to the Tariff, unless otherwise determined by notes explaining individual tables.
- PoA informs the service users in written form that the Tariff has been adopted, published and gone into.
- Changes and amendments of the Tariff are done in the same way and according to the same procedure as when it has been passed.
- This Tariff goes into effect and is applied from the eighth day of its announcement on PoA information boards and on Port of Adria JSC website.

CHAPTER III – CONTAINERS

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Table no. 3.1 Loading/unloading and direct delivery of containers

UNLOADING	PRICE (€/cont)
20' FULL	75,00
40' FULL	
20' EMPTY	60,00
40' EMPTY	
REEFER CONTAINERS	
20' FULL	80,00
40' FULL	
20' EMPTY	70,00
40' EMPTY	
NON STANDARD CONTAINERS (slings)	
FULL	120,00
EMPTY	60,00
LOADING	PRICE (€/cont)
20' FULL	55,00
40' FULL	
20' EMPTY	60,00
40' EMPTY	
REEFER CONTAINERS	
20' FULL	60,00
40' FULL	
20' EMPTY	70,00
40' EMPTY	
NON STANDARD CONTAINERS (slings)	
FULL	120,00
EMPTY	60,00
DIRECT DELIVERY	PRICE (€/cont)
20' FULL	90,00
40' FULL	
NON-STANDARD FULL CONTAINERS (slings)	110,00

Table no. 3.2 Transshipment of containers and shifting of containers

TRANSSHIPMENT OF CONTAINERS	PRICE (€/cont)
20' FULL	90,00
40' FULL	135,00
20' EMPTY	70,00
40' EMPTY	115,00
TRANSSHIPMENT OF REEFER CONTAINERS	PRICE (€/cont)
20' FULL	100,00
40' FULL	145,00
20' EMPTY	80,00
40' EMPTY	125,00
SHIFTING OF CONTAINERS	PRICE (€/cont)
Shifting of full containers on board the ship	70,00
Shifting of empty containers on board the ship	60,00€
Shifting ship-quay-ship (full containers)	100,00
Shifting ship-quay-ship (empty containers)	80,00
Shifting quay-ship-quay (full containers)	100,00
Shifting quay-ship-quay (empty containers)	80,00
Shifting of non-standard containers on board the ship	150,00
Shifting of non-standard containers ship-quay-ship	270,00
Shifting of non-standard containers quay-ship-quay	270,00

Table no. 3.3 Storage of containers

STORAGE OF CONTAINERS	
IMPORT FULL CONTAINERS	PRICE (€/cont/day)
FREE STORAGE PERIOD	20 days
21-30 days	
20' container	3,00
40' container	5,00
31-40 days	
20' container	4,00
40' container	6,00
more than 41 days	
20' container	5,00
40' container	7,00
EXPORT FULL CONTAINERS	PRICE (€/cont/day)
FREE STORAGE PERIOD	20 days
21-30 days	
20' container	2,00
40' container	4,00
31-45 days	
20' container	3,00
40' container	6,00
more than 46 days	
20' container	4,00
40' container	8,00
EMPTY CONTAINERS	PRICE (€/cont/day)
FREE STORAGE PERIOD	30 days
31-60 days	
20' container	0,55
40' container	1,10
61-90 days	
20' container	0,50
40' container	1,00
more than 91 days	
20' container	0,45
40' container	0,90

STORAGE OF TRANSHIPMENT CONTAINERS	PRICE (€/cont/day)
FREE STORAGE PERIOD	15 days
15-30 days	
20' container	2,00
40' container	4,00
31-40 days	
20' container	3,00
40' container	5,00
more than 41 days	
20' container	4,00
40' container	6,00
STORAGE OF NON-STANDARD CONTAINERS	CIJENA (€/cont/day)
FREE STORAGE PERIOD	20 days
21-30 days	
FULL	8,00
EMPTY	8,00
31-40 days	
FULL	9,00
EMPTY	9,00
more than 41 days	
FULL	10,00
EMPTY	10,00
STORAGE OF REEFER CONTAINERS	CIJENA (€/cont/day)
FREE STORAGE PERIOD	15 days
15-30 days	
20' container	19,00
40' container	26,00
31-45 days	
20' container	29,00
40' container	36,00
more than 46 days	
20' container	39,00
40' container	46,00
STORAGE OF IMO CONTAINERS	CIJENA (€/cont/day)
FREE STORAGE PERIOD	not applicable
20' container	50,00
40' container	100,00

Table no. 3.4 Terminal charges

TERMINAL CHARGES	PRICE (€/cont)
IMPORT	
GATE OUT -DISPATCH 20'/40' THROUGH PoA GATE (FULL)	30,00
GATE OUT - DISPATCH 20'/40' THROUGH PoA GATE (EMPTY)	25,00
EXPORT	
GATE IN - DELIVERY THROUGH PoA GATE 20'/40' (FULL)	30,00
GATE IN - DELIVERY THROUGH PoA GATE 20'/40' (EMPTY)	25,00
SHIFTING OF CONTAINER WITHIN TERMINAL AT THE REQUEST OF SERVICE USER	
FULL	30,00
EMPTY	25,00

Shifting of containers from terminal to warehouse of other operators in the port and vice versa – transport of containers

LIFT ON+TRANSPORT – dispatch of containers	
FULL	40,00
EMPTY	35,00
TRANSPORT+LIFT OFF – return of containers	
FULL	40,00
EMPTY	35,00

Table no. 3.5 Unstuffing/stuffing of containers

UNSTUFFING/ STUFFING OF CONTAINERS (container-vehicle or vehicle-container, container-storage or storage-container, container-container)	
Standard – palletized cargo	PRICE (€/cont)
20' container	160,00
40' container	190,00
Non-standard – non-palletized cargo	PRICE (€/cont)
20' container	210,00
40' container	240,00
Storage - vehicle or vehicle – storage	PRICE (€/ton)
Standard palletized	3,60
Standard non-palletized	4,60
Non-standard boxes, packages	9,00
Storage-exit on its own motive power (passenger vehicles)	19,00
Note with table 3.5	
Dispatch and return of containers up to/from Port of Adria storage where unstuffing / stuffing of containers is carried out are included in the price of unstuffing/stuffing of containers.	

Table 3.6 Other services

OTHER SERVICES	PRICE (€/unit)
Tomming of 20' containers (tools not included)	20,00 €/cont
Tomming of 40' containers (tools not included)	30,00 €/cont
Removal of toms 20' containers	12,00 €/cont
Removal of toms 40' containers	18,00 €/cont
Cleaning of 20' containers	5,00 €/cont
Cleaning of 40' containers	8,00 €/cont
Washing of 20' containers with water	7,00 €/cont
Washing of 40' containers with water	9,00 €/cont
Washing of 20' containers with special agents provided by service user	10,00 €/cont
Washing of 40' containers with special agents provided by service user	15,00 €/cont
Container repairs	Separate pricelist
Twist locks (locking/unlocking) – fastening of containers on board the ship taking into consideration the complete work with container	4,00 €/cont
Sealing or taking off seals from containers	15,00 €/cont
Use of chains (tools provided by service users)	10,00 €/cont
"Shut -out" charge (4 hours prior to arrival of ship)	30,00 €/cont
"Late-gate" charge (4 hours prior to arrival of ship)	30,00 €/cont
Hatch cover on ship	60,00€/per hatch
Hatch cover on quay	80,00€/per hatch
Basket for twist locks	50,00 €/per basket
Labelling/taking of labels	8,00 €/per label
Placing or taking of covers for open top/flat rack containers	15,00 €/cont
Sampling (in storage – taking off seal, opening/closing of container, sampling of cargo, sealing /including the assistance, work force and equipment up to maximum 60min)	55,00 €/cont
Complete inspection	Per Tariff of unstuffing/stuffing
Customs inspection/ Container scanner	50,00 €/cont
Reefer containers – electrical connection + monitoring	15,00 €/cont/day
PTI of containers – control of container before departure	30,00 €/cont
Gen Set On or Gen Set Off	15,00 €/cont

Notes
Increase of Tariff for IMO class cargo (unloading/loading, direct delivery, terminal handling and storing in/out/storing of goods): For classes 1 and 7 as well as for dangerous waste, increase of 100% is applied. For classes 2, 3, 4, 5, 6, 8 and 9, increase of 40% is applied. Services in reference to IMO classes 1 and 7 cargoes are carried out exclusively in direct handling without possibility of staying and storage of containers on the terminal.
Shut-Out charge applies to all containers not loaded on the vessel but were included in the final loading list and to all containers that were loaded on the vessel but were not included in the final loading list.
Late-Gate charge applies to all containers received from truck or railcar after the start of planning of ship handling activities.

CHAPTER IV – GENERAL CARGOES

CHAPTER IV – GENERAL CARGOES
Table 4.1 Non-palletized cargo (bale, bag, package) / palletized cargo (pallet, sling, jumbo bags)

Form of cargo	Cargo		Unit	Price per handling (Eur/unit)		
				Ship-railcar/truck Railcar/truck-ship	Ship-storage/ storage-ship	Storage-railcar/truck Railcar/truck-storage
NON-PALLETIZED	BALE	Paper, cellulose	t	11,50	12,00	4,60
		Tobacco, yarn, wool, cotton, medicinal herbs, caoutchouc	t	14,00	15,00	5,00
	BAG	Flour, rice, sugar, animal feed	t	10,30	10,50	4,60
		Coffee, cocoa	t	11,50	12,50	5,00
		Fertilizer, polyethylene	t	10,00	10,50	4,60
		Fish flour	t	11,00	12,00	4,80
	PACKAGE	Frozen fish, frozen meat, frozen fruit and vegetables	t	15,00	16,00	5,00
		Orange, lemon, bananas, vegetables	t	13,00	14,00	6,50
		Cigarettes	box	0,90	1,00	0,50
		Alcoholic beverages	package	0,64	0,72	0,32
		Edible oil	t	10,20	11,50	6,50
PALLETIZED	PALLET, SLING, JUMBO BAGS	Fish flour	t	8,50	9,00	3,60
		Flour, rice, sugar, animal feed	t	7,80	8,00	3,60
		Coffee, cocoa, medicinal herbs	t	9,50	10,50	4,00
		Cigarettes, alcoholic beverages	t	12,50	13,50	6,00
		Frozen fish, frozen meat, frozen fruit and vegetables	t	10,50	11,50	4,00
		Orange, lemon, bananas, vegetables	t	9,00	10,00	4,00
		Bricks, tiles, ceramics, caoutchouc, electrolyte resin	t	8,50	9,00	3,60
		Fertilizer, polyethylene	t	8,00	9,00	3,60
		Cement, lime, alumina	t	5,00	4,90	1,60
		Pellete, grit	t	6,50	7,00	3,00

Table 4.2 Case, barrel, roll

Form of cargo	Cargo	Unit	Price per handling (Eur/t)		
			Ship-railcar/truck Rail-car/truck- ship	Ship-storage/ storage-ship	Storage-rail- car/truck Rail- car/truck-storage
CASE	Ammunition, explosive	t	24,00	30,00	9,00
	Equipment, spare parts, nuts, nails, bolts	t	11,00	12,00	3,50
BARREL	Various liquids, various oils, bitumen, resin	t	10,00	10,50	3,50
ROLL	Copper and Aluminum wire, steel reinforcement	t	7,70	8,00	4,00 / 3,00
COIL	Cables	t	9,50	10,50	4,00 / 3,00

Remarks in reference to the tables 4.1 and 4.2

No.	Remark
1.	Handling activity ship-storage refers exclusively to storages owned by PoA. For storages outside PoA area, service ship-vehicle (manipulation) will be provided.
2.	For bags with less than 40kg and for bags with more than 60kg with non-palletized cargo, relevant rates are increased for 20%.
3.	If port's pallets owned by the service beneficiary are used for non-palletized cargo in bags for handling and storing the relevant tariff rates are decreased for 15%.
4.	For handling of bananas and citrus fruit, rates for truck imply refrigerator truck.
5.	For palletization/ depalletization of cargo, handling rates are increased for 15%.The price does not include material for additional activity.
6.	In handling of cigarettes and alcoholic beverages the price includes special conditions: difficult work–work with goods weighing less than 20kg per case, carrying out activities requiring manual labour and voluminosity – cargo handling of 5-8 m³/t volume.

Table 4.3 Bundles, coils

Form of cargo	Cargo	Unit	Price per handling (Eur/t)		
			Ship-railcar/truck Railcar/truck-ship	Ship-storage/ storage-ship	Storage-railcar/truck Railcar/truck-storage
BUNDLES	Tubes, sectional iron, rails, ingots, non-ferrous metals, rods, various metal ware	t	8,50	9,00	4,50 / 3,50
	Sheets	t	6,00	6,50	4,00
PACKAGES	Sheets	t	6,00	6,50	4,00
COILS	Coils up to 10000 kg	t	6,00	6,50	3,00
	Coils from 10000 kg to 40000 kg	t	5,00	5,50	2,50

Table 4.4 Single, unpacked and piecemeal cargoes

Form of cargo	Cargo	Unit	Price per handling (Eur/unit)		
			Ship-railcar/truck Rail-car/truck-ship	Ship-storage/ storage-ship	Storage-rail-car/truck Rail-car/truck-storage
SINGLE, UNPACKED AND PIECEMEAL CARGOES	Vehicle tyres	t	14,00	15,00	4,70
	Aluminum "T" ingots	t	7,70	8,00	4,00 / 3,00
	Marble blocks up to 40000kg	t	5,50	6,00	3,50
	Axles, machines, machine parts	t	13,00	16,00	6,00
	Vehicles and boats up to 3.000kg per piece	piece	75,00	85,00	40,00
	Vehicles and boats from 3.001kg to 10.000kg per piece	piece	125,00	150,00	80,00
	Vehicles and boats from 10.001kg to 40.000kg per piece	piece	250,00	320,00	160,00
	Cases up to 3.000 kg per piece	t	14,00	17,00	7,00
	Cases from 3.001kg to 10.000kg	t	18,00	20,00	10,00
	Cases from 10.001kg to 40.000 kg per piece	t	24,00	26,00	13,00
	Cases from 40.001kg to 100.000 kg per piece	t	36,00	39,00	19,50

Notes in reference to tables 4.3 and 4.4

No.	Notes
1.	All individual pieces weighting less than 1t are calculated by the price of 1t.
2.	In case that ship does not own its own equipment for handling cargo from 1t to 3t, PoA will engage its own equipment per price 1,00 € /t.
3.	Use of equipment with capacity 3t – 40t is included in handling rates for cargoes with individual weight more than 3t.
4.	Rates in previous tables do not include lashing and unlashng of cargo on board the ship or land vehicle, but it is charged separately.
5.	Lashing material is provided by service user, unless otherwise defined in the Contract.
6.	Service user is bound to submit to PoA adequate instructions in reference to the mode of handling of heavy cargo in their vertical transport. In case service user does not fulfil this obligation, PoA is not liable for possible damages resulting from the handling activity.
7.	Vehicle in this table means all non-packed road vehicles with rubber tyres. For specialized vehicles and construction machines separate contract is made.
8.	Handling of boats exceeding 1000 kg per piece is carried out under condition that the service user provides an adequate cradle.
9.	Handling of cargo exceeding 100t is carried out and calculated on the basis of separate written agreement with service user, having in mind the need to hire of additional technical equipment outside PoA.
10.	In case that ship's equipment is not used for handling cargo with own weight over 100t, then the handling is calculated as for cases weighting 40t-100t with decrease of 50% and charge for engaging equipment.
11.	If service user rents equipment outside PoA for handling cases which weight exceeds 40t, then the handling is calculated as for other heavy cases with individual weight from 10001 to 40000 kg with decrease of 50%.
12.	For handling of cases exceeding 3000 kg, of irregular shapes and difficult to handle, relevant tariff rates do not apply, but a separate contract is made.
13.	For handling of cases of irregular shape and length from 10m to 15m, relevant tariff rates are increased for 15%. For handling of cases of irregular shape and length exceeding 15m, relevant tariff rates are increased for 30%.

Table 4.5 Timber and wooden products

Form of cargo	Cargo	Unit	Price per handling (Eur/unit)		
			Ship-railcar/truck Rail-car/truck-ship	Ship-storage/ storage-ship	Storage-rail-car/truck Rail-car/truck-storage
TIMBER AND WOODEN PRODUCTS	Soft sawn timber	m ³	6,20	6,50	3,00
	Hard sawn timber	m ³	6,50	7,30	4,00
	Sleepers and poles unimpregnated in bundles	t	7,00	8,00	4,00
	Sleepers and poles impregnated in bundles	t	8,00	9,00	4,30
	Hard board, parquet, chipboard, veneer	t	9,00	9,50	4,00

Notes in reference to table 4.5

No.	Notes
1.	Rates ship-storage-truck/rail-car include the following activities: - acceptance of railcars from railway company, - cargo unload, - storing of cargo and its constant surveillance, - unstocking and unroofing of stack for dispatching, - cargo loading onto truck, - cargo transport, - cargo loading onto ship.
2.	All actions and waiting occurring after delivery of cargo (such as work in narrow spaces, waiting due to rain, etc.) are not included into basic tariff rates and are charged separately.
3.	PoA does not effect insurance for the cargo in storage.
4.	Storing in – receipt of cargo is carried out per cases/packages.
5.	Phyto inspection of goods must be carried out prior to loading/unloading. Otherwise, the lost time will be charged per table “Waiting of man force/labour”, and all consequences will be at the account of the party who should have provided timely inspection of goods.

Table 4.6 Livestock

Form of cargo	Cargo	Unit	Price per handling (Eur/unit)
			Ship-rail-car/truck rail-car/truck-ship
LIVESTOCK	Large livestock	Piece	11,80
	Small livestock	Piece	1,80
	Hay	t	18,00

Notes in reference to table 4.6

No.	Notes
1.	The price for handling of hay includes addition for voluminosity of goods.
2.	Service user is required to find solution/insurance in case of injury or death of livestock.

Table 4.7 Trailers, self-propelled vehicles

Form of cargo	Cargo	Unit	Price per handling (Eur/unit)		
			Ship-terminal/ terminal-ship	Terminal- railcar/truck railcar/truck - terminal	Terminal/storage- gate out gate in-terminal/storage
TRAIL	Full/empty	Piece	55,00	/	44,00
SELF- PROPELLED VEHICLES	Passenger vehicles	Piece	25,00	20,00	16,00
	Tractors	Piece	50,00	25,00	20,00
	Cargo vehicles up to 10t of own weight	Piece	60,00	48,00	38,00
	Trucks, buses, special vehicles	Piece	105,00	80,00	64,00

Notes in reference to table 4.7

No.	Notes
1.	Tariff rates in these tables are applied regardless of the type of cargo in the container or trail, except in case of hazardous cargo (in that case special conditions are applied)
2.	Material for securing cargo is provided by the service user.
3.	Stuffing/unstuffing trailers is calculated by tariff rates in tables for general cargoes for handling activities storage-truck or vice versa.

CHAPTER V – SPECIAL CONDITIONS

CHAPTER V – SPECIAL CONDITIONS
Table 5.1 Special conditions

No.	Group of conditions	No.	Condition	Increase/ Decrease	Percent t (%)	Refers to the service from Tariff
						Table
1.	Working hours	1.1	Work in III shift	increase	75	all
		1.2	Work on Saturday in II shift	increase	75	all
		1.3	Work in III shift from Saturday on Sunday	increase	100	all
		1.4	Work in II shift from day before holidays	increase	100	all
		1.5	Work on Sunday (I,II or III shift)	increase	100	all
		1.6	Work on National holiday	increase	150	all
		1.7	Engaging means of mechanization in overtime work	increase	50	7.2
2.	Difficult work	2.1	Work with goods in inadequate condition	increase	100	all
		2.2	Work on board the ship at the distance from hatch edge exceeding 8m	increase	50	all
		2.3	Work with cargo not sorted as per bills of lading	increase	50	all
		2.4	Work at supplementing ship's holds if the work cannot be done in a usual way and at usual speed	increase	50	all
		2.5	Work in ship's holds if working space is lower than 160 cm	increase	50	all
		2.6	Work in ship's cold storage, refrigerator ship, deep-tank, any ship spaces not intended for cargo, narrow ship spaces, in railcar/refrigerator truck	increase	50	all
		2.7	Loading/unloading of cargo on/from closed vehicle or railcar	increase	15	all
		2.8	Work with bags, weight per bag exceeding 75 kg	increase	50	all
		2.9	Work with goods, 8-16 m long	increase	25	4.1
		2.10	Work with timber, 8-16 m long	increase	50	4.5
		2.11	Unloading of other types of soft sawn timber and beams from covered vehicles, vehicles with high sideboards and vehicles with timber not stowed in a way suitable for handling with equipment	increase	25	4.5
		2.12	Work with goods exceeding the length of 16m	increase	50	all
		2.13	Work with goods, one piece or case of which weighs less than 20 kg	increase	25	all
		2.14	Work outside PoA area (if not agreed upon)	increase	50	all
		2.15	Carrying out activities requiring manual work	increase	100	all
		2.16	Work in rain	increase	100	all

3.	Dangerous cargoes	3.1	Activities with easily inflammable cargoes with flash point up to 21 C (group I of inflammable materials)	increase	100	all
		3.2	Activities with easily inflammable cargoes with flash point 22 C – 25 C (group II of inflammable materials)	increase	70	all
4.	Data on cargo	4.1	Inaccurate data on type of cargo, lower weight than the declared ones	increase	50	all
5.	Voluminosity	5.1	Handling of cargo with volume 3-5 m ³ /t	increase	10	3.5 (storage-vehicle or vice versa), 4.1, 4.2, 4.3, 4.4
		5.2	Handling of cargo with volume 5-8 m ³ /t	increase	50	3.5 (storage-vehicle or vice versa), 4.1, 4.2, 4.3, 4.4
		5.3	Handling of cargo with volume 8-10 m ³ /t	increase	80	3.5 (storage-vehicle or vice versa), 4.1, 4.2, 4.3, 4.4
		5.4	Handling of cargo with volume exceeding 10 m ³ /t	increase	100	3.5 (storage-vehicle or vice versa), 4.1, 4.2, 4.3, 4.4
		5.5	If the voluminosity exceeds 10m ³ /t, appropriate tariff rates from this table are applied, whereby 3m ³ of voluminous goods is considered one tone in tariff sense.			3.5 (storage-vehicle or vice versa), 4.1, 4.2, 4.3, 4.4
		5.6	Work with wooden products with volume 3-6 m ³ /t	increase	33	4.5
		5.7	Work with wooden products with volume 6-9 m ³ /t	increase	67	4.5
		5.8	Work with wooden products with volume exceeding 9 m ³ /t	increase	100	4.5
		5.9	Storage fee for cargoes with volume 3-5 m ³ /t	increase	10	8.1
		5.10	Storage fee for cargoes with volume 5-8 m ³ /t	increase	50	8.1
		5.11	Storage fee for cargoes with volume 8-10m ³ /t	increase	80	8.1
		5.12	Storage fee for cargoes with volume exceeding 10m ³ /t	increase	100	8.1
		5.13	Storage fee for wooden products with volume 3-6 m ³ /t	increase	33	8.2
		5.14	Storage fee for wooden products with volume 6-9 m ³ /t	increase	67	8.2
		5.15	Storage fee for wooden products with volume exceeding 9m ³ /t	increase	100	8.2
6.	Volume of consignments	6.1	For cargo consignments up to 1 ton	increase	100	4.1
		6.2	For cargo consignments from 1 to 3 tons	increase	50	4.1
		6.3	For cargo consignments below 3 tons	increase	30	4.5
7.	Handling of vehicles	7.1	Handling vehicles with cargo	increase	25	4.7
		7.2	Vehicles operated by user in time of handling from/on to Ro-Ro ships	decrease	25	4.7
8.	Waiting	8.1	Waiting of technical means (equipment)	decrease	30	7.2
9.	Cleaning of ship's holds	9.1	Special cleaning of ship's holds (without washing)	increase	40	6.5
		9.2	Cleaning and washing of ship's holds	increase	50	6.5

10.	Weighing and bagging of cargo	10.1	Issuing weighing statement when weighing and bagging	increase	10	6.1 (r.b.2.)
11.	Return of goods	11.1	For handling cargo not intended for overseas transport from land vehicles to storage and vice versa	increase	50	all
12.	Railway car G class	12.1	For handling activities ship-railcar and storage-railcar and vice versa, for rail cars G class	increase	20	all

All increases in the tables are valid, unless regulated by separate contracts.

CHAPTER VI – ADDITIONAL ACTIVITIES

CHAPTER VI – ADDITIONAL ACTIVITIES

Table 6.1 Cargo sorting and cargo weighing

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	CARGO SORTING	1.1 Sorting in storage, with serial weighing regardless of the number of marks	t	6,65
		1.2 Sorting in storage with piecemeal weighing	case	0,85
2.	CARGO WEIGHING	2.1 Serial weighing in storage with stacking and unstacking or when storing in/taking out of storage	t	4,00
		2.2 Piecemeal weighing in storage for cases up to 500 kg	case	0,60
		2.3 Piecemeal weighing in storage for cases over 500 kg	case	2,90

Notes in reference to Table 6.1

No.	Note
1.	PoA does not carry out piecemeal weighing during direct unloading or loading.
2.	Control weighing is charged as per tables 7.1 "Hire of workforce/labour" and 7.2 "Hire of equipment"

Table 6.2 Bagging of cargo, shifting of cargo

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	BAGGING	1.1 Re-bagging with untying or sewing of bags	Ton	14,10
		1.2 Emptying cargo from bags with untying	Ton	4,70
		1.3 Filling up bags with tying or sewing	Ton	8,30
2.	SHIFTING OF CARGO	2.1. Shifting of cargo inside storage	Ton	5,40

Table 6.3 Marking, erasing marks and cargo labelling

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	CARGO MARKING	1.1 Marking cargo with up to 30 letters per case	case	0,85
		1.2 Marking cargo with over 30 letters per case		1,50
2.	ERASING CARGO MARKS	2.1 Erasing marks with up to 30 letters length per case	case	0,60
		2.2 Erasing marks with over 30 letters length per case		0,75
3.	SHIFTING CARGO	3.1 Shifting cargo during its marking or erasing marks	ton	4,00
4.	CARGO LABELLING	4.1 Labelling with labels provided by the service user - stickers	piece	0,15
		4.2. Labelling with labels provided by the service user – non-stickers		0,20

Table 6.4 Palletizing and slinging of cargo

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	PALLETIZING AND SLINGING CARGO	1.1 Palletizing/de-palletizing and slinging/de-slinging of cargo in bags	ton	3,20
		1.2 Palletizing/de-palletizing and slinging/de-slinging of other general cargoes	ton	4,50

Table 6.5 Additional activities - ship

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	CLEANING OF SHIP'S HOLDS	1.1 Cleaning of ship's holds, for ships up to 2500 GRT	Ship's hold	240,00
		1.2 Cleaning of ship's holds, for ships from 2501 GRT to 5000 GRT		357,00
		1.3 Cleaning of ship's holds, for ships from 5001 GRT to 10000 GRT		415,00
		1.4 Cleaning of ship's holds, for ships over 10001 GRT		480,00

Table 6.6 Additional activities - trailer

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	LASHING OF TRAILERS	1.1 Lashing or unlashings of trailer on a ship	piece	7,40
2.	LASHING OF CARGO ON TRAILERS	2.1 Lashing of timber on a trailer	Piece (trailers)	27,10
		2.2 Lashing of other cargoes on a trailer		43,10
3.	TRANSPORT OF TRAILERS	3.1 Transport of full or empty trailers, in one direction, inside port's area	Piece (trailers)	21,30

Notes in reference to the Table 6.6

No.	Notes
1.	Material and tools for lashing are provided by service user.

Table 6.7 Additional activities – self-propelled vehicles

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	LASHING OG SELF-PROPELLED VEHICLES	1.1 Lashing-unlashing self-propelled vehicles on board a ship	piece	7,40

Notes in reference to Table 6.7

No.	Notes
1.	Material and tools for lashing are provided by service user.

Table 6.8 Additional activities – hard sawn timber

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	SORTING	1.1 Up to 3 groups during unloading	m ³	0,90
		1.2 Up to 3 group of stored timber	m ³	1,90
2.	STACKING AND SORTING	2.1 Stacking and sorting	m ³	5,80
3.	FRAPPING OF HOOPS	3.1 Frapping of hoops	hoop	0,70
4.	BALING WITH TYING	4.1 Baling of timber with tying	m ³	6,50
5.	ADDING AN ADDITIONAL BUNDLE	5.1 Adding one additional 1 bundle	bundle	1,10
6.	REJECTING DAMAGED GOODS	6.1 Rejecting damaged timber from the package – rates of baling increased for 20%		
7.	MEASURING	7.1 Measuring timber from the package– rates of baling increased for 40%		
8.	BRUSHING	8.1 Brushing	m ³	9,00
9.	MARKING	9.1 Spray marking of a package with pattern from one side	package	0,25
		9.2 Spray marking of a package with pattern from two sides	package	0,45
		9.3 Spray marking of a package without pattern from one side	package	0,15
		9.4 Spray marking of a package without pattern from two sides	package	0,30
		9.5 Marking front from one side	package	1,70
		9.6 Marking front from two sides	package	3,40
10.	SHIFTING OF TIMBER	10.1 Shifting of timber	m ³	2,40
11.	COVERING AND UNCOVERING TIMBER	11.1 Covering and uncovering timber	m ³	0,70
12.	COUNTING OF PIECES IN A PACKAGE AND WRITING DOWN NO. OF PIECES	12.1 Counting pieces in the package with writing down no. of pieces	m ³	0,30

Notes in reference to Table 6.8

No.	Notes
1.	Sorting is charged for the entire delivery per railcar-truck for timber wrapped in package.
2.	Sorting of bulk timber is charged as per time spent as per Tariff.
3.	For sorting of timber to one length in package, rates of baling are increased for 30%.
4.	Setting ladders for baling increases rate of baling for 25%.
5.	The exporter is bound to provide all necessary additional material (ladder for stacking, baling pads, pallets, spray or colour for marking or painting the front, pattern).
6.	Computation of additional activities for soft sawn timber will be done as per the above-mentioned charges reduced for 20%.

CHAPTER VII – HIRE OF PoA RESOURCES

CHAPTER VII – HIRE OF PoA RESOURCES
Table 7.1 Hire of workforce/labour

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	HIRE OF WORKFORCE/LABOUR	1.1 hire of foreman	h	10,00
		1.2 hire of worker	h	9,60

Table 7.2 Hiring equipment

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	HIRE OF EQUIPMENT	1.1 Hire of portal crane, capacity 3t	h	63,00
		1.2 Hire of portal crane, capacity 5t	h	75,00
		1.3 Hire of portal crane, capacity 8t	h	110,00
		1.4 Hire of portal crane, capacity 16t / 20t / 32t	h	240,00
		1.5 Hire of container crane, capacity 40t	h	360,00
		1.6 Hire of automobile crane, capacity 12t	h	80,00
		1.7 Hire of forklift, capacity 1,5t	h	40,00
		1.8 Hire of electro-forklift, capacity 1,5t	h	50,00
		1.9 Hire of electro-forklift, capacity 3t	h	70,00
		1.10 Hire of diesel forklift, capacity up to 3 t	h	54,00
		1.11 Hire of diesel forklift, capacity 5 t	h	68,00
		1. 12 Hire of diesel forklift, capacity from 6t and 6,5 t	h	70,00
		1.13 Hire of diesel forklift, capacity 12,5 t or 13 t	h	102,00
		1.14 Hire of diesel forklift, capacity 25 t	h	208,00
		1.15 Hire of diesel forklift, capacity 42 t	h	350,00
		1.16 Hire of loader R130	h	60,00
		1.17 Hire of tractor with capacity over 50 HP	h	61,00
		1.18 Hire of loco-tractor	h	61,00
		1.19 Hire of RO-RO tug "KALMAR"	h	90,00
		1.20 Hire of forklift "Kalmar " 42 t	h	360,00
		1.21 Hire of tug "MAN"	h	60,00
		1.22 Hire of reach stacker "Hyster" 45 t	h	400,00
		1.23 Hire of tractor trailer, capacity 8t	h	8,00
		1.24 Hire of RO-RO semi-trailer, capacity 60 t	h	25,00
		1.25 Hire of low deck trailers 50 t	h	18,00
		1.26 Hire of semi-trailers 30 t	h	30,00
		1.27 Hire of decimal scale	h	3,00
		1.28 Hire of storage hand cart	day	3,00
		1.29 Hire of protection rope net	shift	18,00

	1.30 Hire of steel rope sling	shift	29,00
	1.31 Hire of rope sling	shift	25,00
	1.32 Hire of sling body	shift	25,00
	1.33 Hire of special tools	shift	54,00
	1.34 Hire of port pellets	shift	2,00
	1.35 Hire of electrical welding machine	h	30,00
	1.36 Hire of diesel compressor	h	27,00
	1.37 Hire of electro compressor	h	20,00
	1.38 Hire of electrical steel-cutting saw	h	20,00
	1.39 Hire of electrical wood-cutting saw	h	18,00
	1.40 Hire of motor saw	h	18,00
	1.41 Hire of milling machine	h	23,00
	1.42 Hire of planer	h	23,00
	1.43 Hire of turning lathe	h	23,00
	1.44 Hire of concrete mixing machine	h	11,00
	1.45 Hire of universal joiner's (carpenter's) machine	h	30,00
	1.46 Hire of mobile machine for electric and autogenous welding	h	30,00
	1.47 Hire of auto cabin	h	40,00
	1.48 Hire of hire of universal grinding machine	h	30,00
	1.49 Hire of oven for drying electrical motors	h	30,00
	1.50 Hire of BOSCH table	h	30,00
	1.51 Hire of ship scale	h	10,00

Notes in reference to Table 7.2

No.	Notes
1.	Equipment is hired only if working conditions of PoA make it possible.
2.	PoA reserves the right to request the return of equipment at any time.
3.	Tariff rates from 1.1 to 1.22 and 1.35 to 1.48 include work of equipment operators.
4.	For equipment mentioned from 1.6 to 1.20, hiring period starts from the moment of leaving a garage or a workshop up to the return to garage or workshop. For other equipment, hiring period starts from the moment of handover
5.	When equipment mentioned from 1.30 to 1.33 is hired by the ship, its use is calculated as per gang, regardless of the number of hired equipment.
6.	Hiring equipment not mentioned herein is done as per separate agreement.
7.	VAT is not included in the above-mentioned rates.
8.	When hiring special tools, the presence of PoA technologist is obligatory for giving instructions and proper use of tools.

Table 7.3 Workshop services

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	WORKSHOP SERVICES	1.1 Mechanic workshop services	h	15,00
		1.2 Electro-mechanic workshop services	h	15,00
		1.3 Carpenter's workshop services	h	15,00

Notes in reference to Table 7.3

No.	Notes
1.	Tariff rates refer to an indivisible hour
2.	Tariff rates do not include cost of used material
3.	Used material is calculated as per used quantity and is charged separately.
4.	Machine wash of engines, vehicles, forklifts and other equipment is done as per separate agreement.
5.	Hour rate of a machine is calculated as per separate agreement.
6.	If, at user's request, some activities are done outside PoA workshop, travel and other expenses are calculated and charged separately.

Table 7.4 Waiting of workforce/labour, equipment operators and administrative-operative staff

1.	WAITING	1.1 worker	h	2,50
		1.2 foreman	h	3,00

Notes in reference to Table 7.4

No.	Notes
1.	<p>Waiting is charged in following cases:</p> <ul style="list-style-type: none"> - Waiting for container ships up to 4h is not charged, after which it is charged 50,00 EUR for each commenced hour, - Waiting for delivery of cargo to the place of work, - Waiting due to technical unreadiness of the ship - All other waiting not caused by PoA occurring within a working shift.

Table 7.5 Use of phone, electric power and water

No.	Group of services	Service	Unit	Price (Eur/unit)
1.	USE OF PHONE	1.1 mounting and dismounting of telephone on ship	Fixed charge	As per current pricelist of Telephone Company of Montenegro, increased for 10%
		1.2 use of telephone on a ship	impulse	
2.	USE OF ELECTRIC POWER	2.1 charge for electric power supply to ships and occasional users, for lighting	kWh	As per current pricelist of Power Supply Company of Montenegro, increased for 10%
		2.2 charge for electric power supply to ships and occasional users, for motion power	kWh	
		2.3 charge for electric power for permanent users, working energy	kWh	
		2.4 fixed charge for connection to electric power source for occasional users	Fixed charge	
		2.5 charge for electric power supply to permanent users, per connection, fixed charge	month	
3.	USE OF WATER	3.1 charge for water supplied to ships	m ³	4,65
		3.2 charge for water supplied to other service users	m ³	as per pricelist of Water Supply Company - Bar, increased for 30%

Notes in reference to Table 7.5

No.	Notes
1.	Calculation of the charge for rented telephone is done per indivisible day.
2.	Use of material at connecting to electrical power is charged separately as per actually incurred costs.
3.	Price of water includes also sewage.

CHAPTER VIII – CARGO STORING

CHAPTER VIII – CARGO STORAGE
Table 8.1 Storage of general cargoes

Type of storage	Cargo	Unit	Price (Eur/unit/day)	Price (Eur/unit/day)
			FOR FIRST 150 DAYS	AFTER 150 DAYS
CLOSED STORAGE	For all stored goods except for timber, wooden products and logs	t	0,28	1,40
OPEN STORAGE	Uncovered cargoes	t	0,15	1,30
	Covered cargoes	t	0,22	1,35

Notes in reference to Table 8.1

No.	Notes
1.	Precious cargoes, as well as special (project) cargo, based on estimates of PoA, are stored in separate storage areas (location), and charged as per separate agreement.
2.	In case that service user requires such mode of cargo storing, which deviates from the usual mode (for this type of cargo), the storage charge shall be computed as per separate agreement.
3.	In case the required mode of cargo storing does not allow use of storage area height, storage charge shall be computed as per separate agreement.
4.	Storage fee is not paid for stored cargoes in import and export intended to be loaded/unloaded onto/from ship for a period of 30 days from the day of storing in.
5.	Storage fee is calculated and charged per indivisible day.
6.	Day of storing in of cargo is not included when calculating storage fee.

Table 8.2. Storing of timber and wooden products

Type of storage	Cargo	Unit	Price (Eur/unit/day)	Price (Eur/unit/day)
			FOR FIRST 150 DAYS	AFTER 150 DAYS
TERMINAL	Soft sawn timber and hard sawn timber	m ³	0,10	0,34
OPEN STORAGE	Soft sawn timber and hard sawn timber	m ³	0,08	0,30
	Sleepers, hewn timber, pit props, firewood and cellulose	t	0,06	0,35
	Final products up to 3m ³ boards	t	0,10	0,55
	Logs	t	0,06	0,40

Notes in reference to Table 8.2

No.	Notes
1.	Storage is free for 150 days.
2.	Days of storing in of goods is not included when charging storage fee
3.	Storage fee is calculated and charged for indivisible day.

Table 8.3. Storing of cigarettes

Type of storage	Cargo	Unit	Price (Eur/unit/day)
CLOSED STORAGE	Cigarettes	box	0,004

Notes in reference to Table 8.3

No.	Notes
1.	Storage fee is free of charge in first 30 days from the day of storing in.
2.	Storage fee is calculated and charged for indivisible day.

Table 8.4 Storage of vehicles and special vehicles

Type of storage	Cargo	Unit	Price (Eur/unit/day)	Price (Eur/unit/day)
			FOR FIRST 150 DAYS	AFTER 150 DAYS
CLOSED STORAGE/ OPEN STORAGE	Passenger vehicles	piece	2,00	10,00
	Cargo vehicles up to 10t, trucks, buses, special vehicles		5,20	20,00

Notes in reference to Table 8.4

No.	Notes
1.	Storage fee is free of charge in first 30 days from the day of storing in.
2.	Storage fee is calculated and charged for indivisible day.

Table 8.5 Lease of storage space (for goods intended for commercial purposes)

Type of storage	Unit	Price (EUR /m ² / month)
CLOSED STORAGE	m ²	4,00
OPEN STORAGE	m ²	2,00

Notes in reference to Table 8.6

No.	Notes
1.	Minimal surface for storage renting is 500 m ² .
2.	VAT is not included in mentioned prices