



OPCSA

Terms and Tariffs for services



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OPERACIONES PORTUARIAS CANARIAS, S.A.

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1 General

- 1.1 The present “OPCSA Terms and Tariffs for services”, hereinafter referred to as “**T&T**”, regulate the procedures, terms and prices for the services provided by the stevedoring company, Operaciones Portuarias Canarias, S.A. (“**OPCSA**” or the “Terminal”), to shippers, ship owners, shipping lines, ship operators and other customers (the “**Customers**”) in connection with the handling of cargo from/to ships and means of land transport and other supporting activities, as well as other services, which OPCSA can provide in case of availability of the respective resources, as well as the terms and procedures for payment for the above on the part of Customers.
- 1.2 These T&T shall apply to any Customer including persons involved in port and maritime trade related with containers and cargo at OPCSA’s terminal.
- 1.3 The present T&T contain the terms and prices for services in Euro (EUR, €).
- 1.4 Prices under the present T&T are exclusive of VAT or IGIC. Upon invoicing OPCSA shall charge VAT/IGIC in accordance with the effective Value Added Tax Law and the Regulations for Application thereof.
- 1.5 In case of prices different from the ones specified in the present T&T, the Customer shall mandatorily conclude a contract or an annex to the contract in writing.
- 1.6 In the event that the interested parties make arrangements related to containers or cargo handling different from those provided for herein, any such arrangements shall be considered acceptable, provided that they are consistent with applicable laws and regulations and do not disrupt activities of any other persons involved in the trade of good in OPCSA.
- 1.7 Upon a change of the circumstances affecting the cost of the services, OPCSA shall have the right to amend and/or supplement the present T&T. This shall furthermore apply in cases where the information provided by the Customer about the cargoes handled is incomplete, untrue or does not correspond to their actual qualities, properties, size, etc. or these data are different from the standard ones, to which the respective adopted technology of handling or storage of reefers.
- 1.8 Any port services, which are not mentioned in the present T&T, including such related to cargoes of specific properties, sizes and condition, affecting the cost of the service and/or the technology of handling should be paid on a negotiated basis and be subject to the terms of these T&T.
- 1.9 The costs incurred for fire safety, environmental protection and other statutory regulated costs outside the technologically affirmed ones shall be added to the prices under the foregoing paragraphs.
- 1.10 OPCSA may alternatively present a total (lump sum) price for all expected operations and/or storage of a specific cargo at the written request of a Customer.

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- 1.11 Upon detection of a deliberate understatement of the cargo quantities and/or weight by the Customer, the latter shall pay the prices for the services at a triple amount.
 - 1.12 Prior to standing-by for berthing, the shipper (receiver) and/or the agent (forwarder) thereof or the Customer servicing the cargo shall remit 60% of the estimated amount for the services provided in advance to the account of OPCSA. The shipper (receiver) and/or the agent (forwarder) thereof or the Customer servicing the cargo shall sign a “direct debit order” for the balance of the amounts due, which shall be an integral part of the contract between the said party and/or the representative thereof and OPCSA. Customer shall pay the balance of the total amount due within 5 working days of the invoice issuing date.
 - 1.13 Other forms of payments than “direct debit order” must be agreed with OPCSA beforehand.
 - 1.14 OPCSA shall issue an invoice for the performed services within 7 days after completion of operations and if not agreed otherwise, the stevedoring, storage and/or reception/delivery to land vehicles may be invoiced separately.
 - 1.15 Invoices issued by OPCSA to the Customer must be paid within 5 working days from the invoice issue date. OPCSA has a right to charge legally applicable interest rates on the unpaid amounts.
 - 1.16 The provisions of these T&T applicable to contracting parties shall also apply to all and any persons acting on their behalf.
 - 1.17 In the event of a conflict of interests between contracting parties or in exceptional circumstances that could affect the performance and date of services, the decision of the OPCSA’s management shall apply subject to prior notification of the interested parties.
 - 1.18 The parties involved in the cargo handling activities and/or manipulation of containers in OPCSA shall plan the works in best possible manner to ensure efficient handling of goods, vessels and means of land transport.
 - 1.19 All persons involved shall provide, within time limits described in these regulations, necessary information and documentation to carry out requested services.
 - 1.20 The services provided by OPCSA shall be settled based on:
 - a) OPCSA’s Tariff
 - b) Arrangements and commercial agreements between parties

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- 1.21 For any additional port services to OPCSA's customers, which are not included in T&T, the general terms and tariffs of Las Palmas Port shall apply.
 - 1.22 For any additional port services to OPCSA's customers, which are not included in T&T and/or general terms and tariffs of Las Palmas Port the parties shall agree to an additional annex.
 - 1.23 Settling of mutual debts is subject to prior written acceptance by OPCSA. Until such written acceptance is issued the Customer shall not be released from the obligation to pay full amount of the issued invoices within prescribed time limits.
 - 1.24 The contracting party shall be considered to be the payer for the requested services provided by OPCSA, unless the interested parties agree otherwise.
 - 1.25 All and any services provided by OPCSA shall be carried out based on the data entered by the Customer into OPCSA's TOS (Terminal Operating System) or a written request.
 - 1.26 The contracting party must inform OPCSA of any additional services and activities to be carried out concurrently with OPCSA's services by any other institutions, authorities and/or companies.
 - 1.27 OPCSA keeps in its Terminal Operating System (TOS) an electronic record of all manipulated goods. The information in the system shows the current status of the goods and provides evidence of goods acceptance/delivery.
 - 1.28 OPCSA reserves the right to modify the plan of operations for the requested services.
 - 1.29 During acceptance of containers/trailers, OPCSA shall perform assessment of their technical condition based on visual examination of the side walls, without inspecting the contents, and shall confirm/update seal numbers.
 - 1.30 If a full container is discharged from the vessel without the seal then OPCSA may place the seal in order to secure the cargo (without checking it) and the parties shall accept such seal.
 - 1.31 Empty containers are evacuated from the terminal on the FILO base (First IN Last OUT). If the Customer requires different arrangement with empties then he should cover expenses of such request and especially restows on the yard.
 - 1.32 The Customer covers all costs related to Customs clearance procedures, including penalties.
 - 1.33 All goods stored in OPCSA are subject to supervision by national border authorities.
 - 1.34 Customers are obliged to observe Customs and any other authorities regulations especially related to the allowed storage periods. The Customer shall bear all the costs incurred by OPCSA due to non-observance of the formalities set out in relevant regulations.

- 1.35 Customers, providers and/or any persons acting on their behalf or on its own are obliged to observe regulations for Customs Temporary Warehouse and co-operate with OPCSA in all matters concerning correct and lawful application of those regulations.
- 1.36 Customers, providers, and/or any persons acting on their behalf or on its own are obliged to observe regulations and/or requirements of OPCSA concerning its status of Authorized Economic Operator.
- 1.37 In the event that the Contracting Party fails to make any payment to OPCSA within the prescribed time limit or fails to comply with these regulations, OPCSA shall be entitled to immediately withdraw from any additional agreements with this party, and also to refuse to accept requests and/or to suspend any further services for this party.
- 1.38 Any disputes resulting from concluding, interpreting or executing agreements between Customers and OPCSA shall be resolved according to the Spanish law.

2 Service of vessels

2.1 Berthing of the vessel is assigned on the following rules:

- a) Berthing window
- b) first come first served
- c) operational requirements or management decision

In any case vessel arriving to OPCSA must be ready for operations.

2.2 Vessel may claim priority berthing if schedule of arrivals for 6 months ahead is presented and accepted by OPCSA. Changes to such schedule must be agreed with OPCSA otherwise the right for priority berthing is waived.

2.3 Vessel's cargo handling equipment, use of which may accelerate servicing of the vessel, should be in good working condition confirmed with valid certificate.

2.4 Vessel is responsible for opening and closing of hatches.

2.5 Vessel must monitor the operations and ensure that all reefers for discharging are unplugged in due time to avoid stoppages, which may result in chargeable idle time.

2.6 Vessel is responsible to provide sufficient lashing equipment in good working order on site where lashing is actually performed.

2.7 The contracting party is obliged to inform OPCSA of any technical difficulties or any other limitations, which could affect vessel's operations as soon as it becomes aware of any such circumstances.

2.8 Any damages to the vessel or the cargo must be reported to OPCSA immediately and not later than the end of the working shift when the damage occurred. Vessel's command shall present to OPCSA a written damage report. OPCSA is responsible for the damage only if the damage and its cause are clearly acknowledged by OPCSA on the said damage report. OPCSA reserves the right to call for an independent surveyor working on behalf of its insurer.

2.9 Damage Report presented by a vessel to the Terminal is not a valid claim notification.

2.10 Vessel's command along with the Agent should be immediately notified by OPCSA of a damage done to berth and/or cargo handling facilities and caused by the vessel.

2.11 The contracting party is required to inform OPCSA about vessel's arrival in the following manner:

- a) WEEKLY ADVICE – ETA, initial information about cargo and other information concerning service of the vessel;

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- b) DAILY ADVICE in advance of 36, 24 and 12 hours - ETA and all relevant vessel's call/cargo info;
OPCSA plans the operations based on the discharging/loading information included in 36 hrs notice. Any later changes must be accepted by OPCSA.
 - 2.12 OPCSA in agreement with the customer plans service of the vessel:
 - a) for Tuesday, Wednesday, Thursday, Friday – until 12.00 hrs the previous day
 - b) for Saturday, Sunday, Monday – until 12.00 hrs on Friday
 - c) Official Holidays – until 12.00 hrs on preceding working day
 - 2.13 Customer cancellation of ship service plan:
 - a) until 12.00 hrs the previous day
 - 2.14 Cut-off time for the cargo is 6 hours before beginning of operations of the vessel.
 - 2.15 The customer is obliged to provide OPCSA with all relevant documentation, paperwork and electronic files (including discharge/load lists, manifests, reefer manifests, IMDG manifests, stowage plans, etc.) not later than 12 hours before beginning of vessel's operations.
 - 2.16 In case of delayed arrival of the vessel or when the vessel is unprepared for the planned service the customer bears the expenses of idle time.
 - 2.17 OPCSA will allow onboard repairs performed by ship's crew or third party companies, deliveries of goods and bunkers, if such repairs and/or services do not delay operations. In any case, all onboard repairs and/or services must be agreed with OPCSA beforehand and if so required all necessary permissions, certificates need to be supplied.
 - 2.18 OPCSA reserves the right not to discharge or load damaged cargo that it considers as a risk to the vessel or crew and/or terminal equipment and personnel.

3 Service of land vehicles and cargo

- 3.1 All vehicles (trucks) arriving to OPCSA must be pre-advised beforehand.
- 3.2 Trucks arriving to OPCSA must pass through Pre-gate where administrative check is performed and entry pass issued. Before entering OPCSA premises trucks pass physical check of containers and/or cargo and if positive than are allowed to proceed inside. OPCSA may change above-mentioned arrangement due to operational necessities.
- 3.3 Only driver is allowed to remain in the truck while in OPCSA and should wear visibility vest at all times.
- 3.4 The drives is responsible for opening and closing of container doors during checks and also for locking and un-locking container fixing devices of a trailer.
- 3.5 Companies involved in the transport of containers and cargo by land are required to use specialized for containers trailers and observe the allowable vehicle weight limit. OPCSA may refuse to service vehicle, which exceed said limit or is inappropriate for safe transport of containers or cargo.
- 3.6 OPCSA will allow entry for the trucks only if the cargo is ready for reception or acceptance.
- 3.7 OPCSA may implement appointment system for trucks to avoid congestion in the yard and speed up truck turnover time.
- 3.8 Operations Department of OPCSA issues from time to time updated detailed procedures to follow during delivery or reception of containers and cargo with relevant requirements for information needed to efficiently plan the service.
- 3.9 Full containers delivered to OPCSA should have number seals whose construction, condition and placing guarantee proper security.
- 3.10 If container is found on the OPCSA yard whose condition is different to what it was during the time of acceptance on the terminal (damaged, missing seal, etc.) the parties should agree how to resolve the issue. In such case OPCSA shall prepare an appropriate report. If the container is withdrawn from OPCSA without such prior arrangements, the OPCSA shall be released from responsibility for any resulting consequences.
- 3.11 OPCSA reserves the right to refuse acceptance of cargo, which raises serious doubts regarding the possibility of ensuring safe storage (this also applies to the sealing and closing method).
- 3.12 If the damaged cargo or cargo without required markings (weight, dimensions, center of gravity, hooking points, etc.) is accepted for storage, the customer shall determine necessary handling procedures and provide missing information and marking on the cargo at the request of OPCSA.

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- 3.13 Requests for stripping/stuffing services should be forwarded to OPCSA as follows:
- a) for Tuesday, Wednesday, Thursday, Friday – until 12.00 hrs the previous day
 - b) for Saturday, Sunday, Monday – until 12.00 hrs on Friday
 - c) Official Holidays – until 12.00 hrs on preceding working day
- 3.14 Customer cancellation of stuffing/stripping service:
- a) until 12.00 hrs the previous day
- 3.15 Customer bears the costs of idle time of ordered workforce if the service was not cancelled in due time or can't be executed due to the fault of the Customer.
- 3.16 OPCSA shall confirm to the Customer date and time of execution of requested services on cargo.

4 Information required by OPCSA

- 4.1 To allow for efficient and effective handling of containers OPCSA requires certain minimum information to be provided either in paper or electronic version or both where applicable.
- 4.2 Documentation related to vessels:
- a) cargo manifest
 - b) discharge list/instruction
 - c) load list/instruction
 - d) reefer manifest (import/export)
 - e) IMDG manifest (import/export)
 - f) OOG list (Out Of Gauge)
 - g) BAPLIE file
 - h) restow list
 - i) vessel's structure/bayplan for vessels calling first time
 - j) vessel's Particulars for vessels calling first time
- 4.3 Information related to containers (executive information):
- a) number
 - b) location on the vessel (import)
 - c) size/type
 - d) status/category (Full/Empty/Storage/Transshipment)
 - e) shipping line
 - f) booking (export)
 - g) vessel/voyage (export & T/S)
 - h) port of loading (import & T/S)
 - i) original port of loading (import & T/S)
 - j) final port of discharge (export & T/S)

- k) stowage port of discharge (export &T/S)
 - l) cargo
 - m) gross weight / VGM – Verified Gross Mass
 - n) net weight
 - o) Bill of Lading (import, export & T/S)
 - p) seals
 - q) UN IMDG (hazardous cargo)
 - r) temperature & humidity settings (for reefers)
 - s) oversize parameters
 - t) special stowage instruction for yard and/or vessel
- 4.4 All or any cargo that is leaking or damaged and is covered under the IMDG regulations or may pose a risk to health or the environment must be advised prior vessel's arrival to allow for an adequate contingency planning and obtaining necessary permissions. Failure to observe these requirements may result in delayed operations or refusal to perform services with all the resulting costs to be levied on the negligent party.

5 Scope of liability

- 5.1 The liability of OPCSA shall be limited to claims arising from direct negligent actions or lack of actions of OPCSA in relation to damage. OPCSA shall not be liable for any lost profits and indirect and/or consequential damage suffered by the Customer.
- 5.2 Claims for damage directly caused by OPCSA may not exceed the average value of damaged or missing cargo.
- 5.3 The seizure of cargo by national authorities shall not affect any claims by OPCSA towards the Customer for performed services and storage of cargo.
- 5.4 OPCSA shall not be liable in particular for:
- a) any losses or damage attributable to Force Majeure, and in particular – weather conditions, fires, natural disasters, warfare, governmental decisions, riots or blockades, strikes or any other event beyond control of OPCSA or resulting from strikes in OPCSA and/or strikes of OPCSA's business partners,
 - b) any losses due to the late arrival of sea and/or land transport,
 - c) condition of cargo sensitive to atmospheric agents and stored at OPCSA in the open air at the request or with the consent of the Customer,
 - d) any losses of or damage to any good placed in a container dispatched from OPCSA as sealed originally by the Customer or a monitoring company acting on its behalf, following the requested operations (taking samples, sanitary, veterinary inspections, Customs clearance, etc.),

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- e) any losses of or damage to the contents of a container received in export in case of a broken/ tampered with seal of the shipper or line or Customs when at the same time other seal(s) is(are) not violated,
 - f) any losses of or damage to the content of the container in the case of a broken/tampered seal of the shipper or line or Customs, when at the same time an equal high-security seal placed alongside the vessel on the full container in import has not been tampered with.
 - g) any damage attributable to improper cargo stevedoring or stowage inside a container if loading of cargo was carried out outside OPCSА,
 - h) any damage noted during stowage or release of second hand or salvaged vehicles,
 - i) any losses of or damage to any goods in a container without original shipper, line, Customs seals,
 - j) improper condition of shipments (damaged goods and packaging, missing goods) as shown in the delivery documentation as well as any damage resulting therefrom,
 - k) any damage , which could only be revealed during specialist inspection and such inspection has not been requested by the Customer,
 - l) technical condition of vehicles and their equipment if OPCSА has not been requested to examine thoroughly and to check their equipment on their arrival to OPCSА,
 - m) hidden technical failures of vehicles/cargo,
 - n) any damage to containers, vehicles and/or other cargo after it was received from OPCSА without reservations and/or remarks,
 - o) consequences of incorrect or insufficient information entered into OPCSА's TOS system and/or documents provided to OPCSА by the Customer as well as the damage caused by persons authorized by the Customer,
 - p) loss caused by demurrage of means of sea and/or land transport not attributable to any intentional actions or gross negligence of OPCSА,
 - q) any damage to containers (especially roofs) or cargo which are not easily visible during cargo handling operations and are later revealed during storage, inspection of content, Customs clearance or acceptance,
 - r) condition of the content and/or deficiencies in declared quantity and/or weight if the original shipment, parcel, container has not been tampered with,
 - s) any damage attributable to the natural properties (physical, chemical, etc.) of the cargo,

6 Miscellaneous

- 6.1 For all matters not regulated by present T&T, the regulations of the Spanish and international substantive law, Rules and Customs of the Port shall apply.
- 6.2 For the provision of services that are not included in these “T&T” the parties shall further agree prices and conditions with a written annex to the Agreement. In case respective agreement doesn't exist, the Customer should obtain respective valid offer from OPCSA.
- 6.3 In case of contradiction between the Spanish and English version of present T&T, the English version shall prevail.

7 Tariffs – General terms

- 7.1 This tariff serves as a notice to the public and the rates and charges contained in the tariff apply to all Customers who don't have separate agreement with OPCSA.
- 7.2 Unless otherwise agreed between the parties, OPCSA reserves the rights to furnish all equipment, supplies and materials, and to perform all services in connection with the container operations in OPCSA.
- 7.3 The charges prescribed in this tariff are net charges without any taxes and/or levied charges that may be applicable as per current laws of Spain and/or Port Authority.
- 7.4 The currency of this tariff is Euro.
- 7.5 The payer for the services is the party requesting services if not agreed otherwise.
- 7.6 For storage of empty containers, a Pool method may be used, where the Customer pays established rate per TEU for daily excess of allowed limit.
- 7.7 Storage charges will be collected on monthly basis or at the time of delivery/loading whichever happens first.
- 7.8 Rates contained hereby apply to ISO containers of 20 and 40 feet, with maximum weight and out of gauge sizes limited by SWL and dimensions of a spreader with attachments.
- 7.9 Actual charges may vary depending on properties of cargo. Interpretation of tariff belongs to OPCSA.
- 7.10 The Customer may agree with OPCSA tariffs with different structure and charges.
- 7.11 For the Breakbulk cargo or other cargo that is not specified in the below tariffs the Customer must obtain and agree to an offer from OPCSA before the operations start.

8 Definitions

- 8.1 **Carrier** - vessel owner, operator, charterer or their agents
- 8.2 **CFS** – Container Freight Station - activity type and also physical location for a covered storage
- 8.3 **CY** – container terminal and yards or any area within the port allocated for use by OPCSA
- 8.4 **Direct Delivery** – transfer of cargo between vessel or container and road transport without being grounded in CY
- 8.5 **Executive Information** – container data that affects its storage position on CY and planning to/from vessel having general impact on operations
- 8.6 **FCL** – Full Container Load – a loaded or sealed container received or delivered by OPCSA
- 8.7 **Free Time** – a period of time during which containers or cargo may be left in CY without incurring storage charges
- 8.8 **Freight Tone** – one tone of cargo of 1000kg or 1 cubic meter whichever is the greater
- 8.9 **Handling** – receiving or delivering of containers or cargo to/from land transport or CFS area
- 8.10 **IMDG** – International Maritime Dangerous Goods
- 8.11 **LCL** – Less than Container Load – a container stuffed or stripped by OPCSA covered by two or more Bills of Lading
- 8.12 **Manipulation** – moving of containers or cargo within CY i.e. for stripping, inspections, special orders, etc.
- 8.13 **OOG** – Out Of Gauge
- 8.14 **PTI** – Pre-Trip Inspection for reefers
- 8.15 **Restow** – the movement of container or cargo from one stowage position to another
- 8.16 **THC (Terminal Handling Charge)** – indivisible charge levied on shipping lines comprising from Stevedoring and Handling charges
- 8.17 **Transshipment** – containers or cargo transferred from one vessel to another without leaving the port
- 8.18 **Transit Cargo** - cargo that is reloaded on the terminal from one land transport to another

8.19 **Stevedoring** – moving of a container or cargo from vessel to CY or vice versa

8.20 **Storage** – storage period starts at the time when cargo is accepted on the terminal and ends when it leaves the terminal.

8.21 **Unusual cargo condition** – cargo in damaged packing, particular enhancing, particular stowage, deteriorated condition of the vessel's holds and/or cell guides, insufficient and/or bad condition of lashing equipment on board, and others on the sole discretion of OPCSA.

9 Containers

9.1 Basic tariff containers

No	ITEM	Unit	FULL		EMPTY	
			20'	40'	20'	40'
IMPORT / EXPORT						
1	Stevedoring	Pc	84.74	84.74	84.74	84.74
2	Handling	Pc	30.65	30.65	30.65	30.65
3	Restow on board	Pc	54.09	54.09	54.09	54.09
4	Restow via quay	Pc	169.48	169.48	169.48	169.48
5	Hatch covers out or in per move	Pc	108.18			
6	Lashing bin containers out or in per move	Pc	54.09			
7	Lashing or unlash containers	Pc	16.17			
8	Lashing or unlash containers on non-container vessels	Pc	24.26			
9	ISPS	Pc	6.00			
STORAGE						
10	1 st to 6 th day	Day	1.50	3.00	2.00	4.00
11	7 th to 20 th day	Day	1.50	3.00	2.00	4.00
12	21 st to 30 th day	Day	3.00	6.00	2.00	4.00
13	31 st and over	Day	6.00	12.00	4.00	8.00
TRANSSHIPMENT						
14	Stevedoring	Pc	83.92	83.92	83.92	83.92
STORAGE						
15	1 st to 14 th day	Day	Free	Free	Free	Free
16	15 th and over	Day	3.00	6.00	2.00	4.00
OTHER						
17A	Reefer plug in or unplug	Pc	18.00			
17B	Reefer power supply(*)	Hour	1.50			
17C	Reefer monitoring per inspection	Pc	1.00			
*Calculated as a difference between unplug and plug-in and rounded up to full hours						
18	Manipulation (yard move one way)	Pc	30.65	30.65	30.65	30.65
19	Lift off or Lift on (Stack-land or v.v.)	Pc	30.65	30.65	30.65	30.65
20	Idle time vessel's gang	Hour	900.00			

21	Surcharge for IMDG cargo	%	50
22	Surcharge for OOG containers	%	100
23	Surcharge for Unusual Cargo Condition	%	50

9.2 Surcharges on shifts

Daily operation of the terminal consists from 4 shifts of 6 hours, with 1st shift starting at 0800, 2nd at 1400, 3rd at 2000 and 4th at 0200 of the following day.

In case the Customer agrees different rates in line with par. 7.10 the following surcharges may be added to any container based on the type of the day and shift worked.

Shift No	Hours	Monday to Friday	Saturday	Sunday and Holidays
1 st	08 – 14	0%	50%	50%
2 nd	14 – 20	0%	50%	50%
3 rd	20 – 02	50%	75%	100%
4 th	02 – 08	75%	100%	100%

9.3 Other services on containers

No	ITEM	Unit	FULL		EMPTY	
			20'	40'	20'	40'
OTHER SERVICES ON CONTAINERS						
1	Sweeping of container (Manipulation not included)	Pc	N/A	N/A	30.00	60.00
2	Washing of container (Manipulation not included)	Pc	N/A	N/A	60.00	120.00
3	Desinfection	Pc	N/A	N/A	15.00	30.00
4	Sealing of container (seal provided by client)	Pc	3.00			
5	Removing IMDG labels per label	Pc	3.00			
6	Covering Open-Top containers with canvas	Pc	12.00	24.00	12.00	24.00
7	PTI for reefers (basic check, Manipulation not included)	Pc	N/A	N/A	65.00	65.00
8	VGM – verification of gross mass of a container arriving on truck, weighing of container truck	Pc	20.00			
9	VGM verification of a container stacked on CY (Manipulation included)	Pc	200.00			
10	Knocking down of flat-rack container	Pc	N/A	N/A	80.00	80.00
11	Bundling up of containers per set	Pc	N/A	N/A	250.00	250.00
12	Container roof check at gate-in or gate-out	Pc	5.00			
13	Change of Executive Information of a container	Pc	50.00			
14	Service on reefer container (change of set point, opening/closing ventilation, etc.)	Pc	30.00			
15	Use of Spillage Platform	Day	80.00			