

# FONASBA MEMBERSHIP ENQUIRY



## ENQUIRY RESPONSE FORM

<b>ORIGINATING ASSOCIATION:</b>	<b>Israel Chamber of Shipping</b>
<b>ENQUIRY DETAILS:</b>	<p><i>We are experiencing issues with some ports in relation to vessel-specific port charge tariffs. To assist us in this regard we would appreciate FONASBA members advising us as follows:</i></p> <ol style="list-style-type: none"> <li><i>1. For charging purposes, do major container ports in your country differentiate between fully cellular vessels and others carrying containers (e.g. multipurpose vessels)? If the answer is no, please ignore the next questions.</i></li> <li><i>2. If yes, what is the definition of a container vessel?</i></li> <li><i>3. Do the charges vary depending on the type of container vessel? If so, how do they vary for:</i> <ol style="list-style-type: none"> <li><i>a. A fully cellular container carrier</i></li> <li><i>b. A multi-purpose fully fitted vessel with container fittings in the hold and on deck</i></li> <li><i>c. A multi-purpose vessel without container fittings</i></li> </ol> </li> </ol>
<b>REPLY TO:</b>	<b>admin@fonasba.com</b>
<b>CLOSING DATE FOR REPLIES:</b>	<b>Thursday 8<sup>th</sup> June 2017</b>
<b>RESPONDING ASSOCIATION:</b>	

### RESPONDING ASSOCIATION COMMENTS: (Please include any attachments)

Algeria	<p>In Algeria the container ports and terminals do not make a difference between fully cellular and other container vessels, the only difference is the charges vary if the vessel is geared or gearless.</p> <p>3- Approximate variation of port charges:</p> <table> <tr> <td>Gearless vessel: laden container</td><td>8.6% 40' , 7% 20'</td></tr> <tr> <td>Gearless vessel: empty container</td><td>5.5% 40' , 4% 20'</td></tr> </table>	Gearless vessel: laden container	8.6% 40' , 7% 20'	Gearless vessel: empty container	5.5% 40' , 4% 20'
Gearless vessel: laden container	8.6% 40' , 7% 20'				
Gearless vessel: empty container	5.5% 40' , 4% 20'				

Argentina	<p>There is no such difference between a cellular vessel and a multipurpose vessel in our tariffs as far as we know. Besides, tariffs to container vessels are in many cases negotiated individually by shipping lines and values are not the same (Number of calls, etc. are taken into account).</p>
Belgium	<p>Yes</p> <p>Considered as a containership is <u>only</u> “a sea-going vessel based on a complete cellular structure and referred to in Lloyd’s Register of Ships under the simple type indication of “container ship”. This definition can be found in the tariff regulation for sea-going vessels of the port of Antwerp (published on their website).</p> <p>Whatever the nature of the ship, the port dues tariff is always based on the gross tonnage unit stipulated in the tonnage certificate (cfr. 1969 International Treaty on the measurement of sea-going vessels). For open-top containerships only the reduced gross tonnage is taken into account. Considered as an open-top containership is a ship called as such in tonnage certificate.</p> <p>Furthermore the port dues tariff is different based on following criteria:</p> <p>Nature of the vessel, containerships being one category (others: RORO, tankers, reefer vessels, bulk vessels/breakbulk vessels and “others”).</p> <p>For containerships: berthing on the river Scheldt or behind the locks</p> <p>For all vessels including container vessels: in a regular liner trade to Antwerp or not in such trade.</p> <p>For all vessels in a regular liner trade to Antwerp including container vessels: in short sea or deep sea trade.</p>
Brazil	<p>1: No. Same tariffs no matter the vessel is a full container or multipurpose.</p> <p>There is a specific table for bulk vessels (liquid or solids), but this is not the scope of this survey, as we understand.</p>
Bulgaria	<p>Yes, in Bulgaria there is a differentiation between a fully cellular container vessel and a multi-purpose vessel. If the vessel meets three requirements (it is registered as a fully cellular container vessel, it visits a specific port terminal for container loading and it actually loads/unloads containers) it receives a discount on the port tariffs. If it loads any other goods the Port Infrastructure company can deny the reduced rate and will charge on the full tariff (tonnage/channel/light etc. fees)</p> <p>As mentioned above - the vessel has to meet three requirements - it has to be registered as a fully cellular container vessel, it has to visit a specific container port terminal and it has to load/unload containers</p> <p>Fully cellular container vessels’ fees are reduced depending on the region using either 0.25 or 0.74 coefficients. Multi-purpose vessels don’t have such reduced tariffs.</p>

Côte D'Ivoire	<p>No differentiation for:</p> <ul style="list-style-type: none"> <li>• Port entry dues</li> <li>• Port pilot dues</li> <li>• Port mooring/unmooring dues,</li> </ul> <p>which are calculated on vessel cubic volume for all types of container vessels.</p> <p>The only differentiation is for the port stay dues where full cellular container carriers (and ro-ro vessels) are charged on call duration basis, per hour and not per vessel cubic volume.</p> <p>No comment as indicated above in point 1.</p> <p>The only charges varying between a fully cellular container carrier and multi-purpose vessels are the port stay dues calculated per hour on the port call duration basis.</p>
Croatia	In Croatia, container ports do not differentiate fully container vessels and other carrying containers.
Cyprus	<p>At Limassol port there is no differentiation between cellular vessels and others carrying containers.</p> <p>The tariffs are fixed for every full or empty container: 20' ft or 40' ft.</p> <p>Should our colleagues from Israel need any further clarifications please contact us.</p>
Denmark	<p>1: No, the port charge is calculated based on the vessel's Gross Tonnage (GT).</p> <p>Please note that the operators of e.g. container vessels in liner business with frequent port calls negotiate their rates pending on their specific requirements.</p>
Dubai	<p>No</p> <p>-</p> <p>Port Dues. All Charges are based on Tonnage or Tons. This shall mean Gross Registered Tons (GRT) or Gross Tons (GT). If a Vessel has both GRT and GT, the higher Tonnage shall apply.</p> <p>Please see attachment</p>
Finland	Port charges in Finland for all cgo ships generally levied by vsl net tonnage.
France	Please see attachment
Greece	There is no such differentiation in Greece.
Hungary	We do not have that kind of distinction.
Italy	1. Yes, there is a difference of port charges tariffs with respect to type of vessel.

	<p>2. In the Italian legislation the container vessel is called as such but there is no clear definition, usually a container vessel is defined as a vessel that carries commercial containers.</p> <p>3. Yes, charges vary depending on the type of container vessel.</p> <p>First of all the port charges (anchorage dues and over dues) are paid on the basis of the TSN of the vessel and the number of full containers on deck, and carrying flag. For the three types of vessels (a,b,c) there is a coefficient value that varies the port charges as per example: the container vessel is 0,99 , for roro vessel 0,34 as per Italian decree 18/03/1988.</p>
Japan	<p>Kindly please be advised that Ship's expense in the port is charged on Gross Tonnages and/or Net Tonnages basis.</p> <p>Our answer is No.</p>
Jordan	<p>By law the container terminal accept only cellular vessels, other than cellular vessel will discharge in the Main Port.</p> <p>Rate is the same.</p>
Kenya	<p>1. Yes.</p> <p>2. Fully cellular vessel.</p> <p>3. Yes as below:</p> <p>A fully cellular container carrier: U\$:99/148.</p> <p>A multi-purpose fully fitted vessel with container fittings in the hold and on deck: U\$:120/180.</p> <p>A multi-purpose vessel without container fittings. U\$:120/180.</p>
Libya	<p>There is no difference in port charges tariffs in all Libyan commercial ports basis type of vessels, the port charges mainly are counted basis the NRT of the vessel and total days</p>
Malta	<p>Please note that the ports in our country do not differentiate between fully cellular vessels and others carrying containers.</p>
Mexico	<p>In Mexico, major container ports don't make any difference between fully cellular vessels and other carrying containers, any kind of vessels have to pay certain tariff per ton.</p>
Montenegro	<p>This is not applicable in our country.</p>
Morocco	<p>1. No.</p>
Netherlands	<p>Answer to first question is NO. Multipurpose vessels are seen as "incidents" by the bigger carriers as loading and discharging is very time consuming and special treatments are necessary. Normally these ships do not call at the bigger container terminals in Rotterdam like Europe Combined Terminals (ECT) and Rotterdam World Gateway (RWG).</p>

Portugal	The same tariff/charge is applied to all container vessels without differentiating if they are fully cellular or not.
Russia	<p>1. Yes.</p> <p>2. The type of vessel is defined by Certificate of class. "Container ship" is the one right type to have in the document and be identified as container vessel. Other types such as "multi-purpose fully fitted..." or "multi-purpose dry cargo ship equipped ..." will be identified as dry cargo vessels.</p> <p>3. Yes, a- lower port dues applied, b - dry cargo vessel type given with higher port dues applied, c - same as "b".</p>
Slovenia	<p>No.</p> <p>Please see the attached Container tariff in Port of Koper.</p>
Spain	No. Spanish law doesn't make difference between fully cellular and other container vessels for charging purposes (ship tax).
Sweden	No.
Turkey	<p>Turkish Chamber of Shipping's comments regarding issues with some ports in relation to vessel-specific port charge tariffs are as below;</p> <p>According to our research with different major ports in Turkey, generally we observed that there are different port charges to be applied for the fully cellular vessels and others carrying containers (e.g. multipurpose vessels)</p> <p>Port charge tariffs are based on the ship's certificate type description. (eg: A fully cellular container carrier and multi-purpose fully fitted vessel with container fittings in the hold and on deck considers as container ship category charge tariffs)</p> <p>As mentioned above, due to consideration of the ship types in Turkey based on the classification society certificate, most major ports determine a fully cellular container carrier and the vessels multi-purpose fully fitted with container fittings in the hold and on deck types as in the terms of container ships category except a multi-purpose vessel without container fittings, therefore port charge applies the same (no variation depending on the type of container vessels).</p> <p>In the meantime; applying port, pilotage charge tariffs granted to vessels, based on types, and services criteria from low to high have been listed as follows:</p> <p>Vessels in Cabotage service,</p> <p>Liner Container vessels,</p> <p>Container vessels,</p> <p>Ro-ro ships, car carriers ships, transit cargo ships, passenger ships,</p> <p>Other cargo ships.</p>

UK	Charges applied in UK are established by the port and terminal operators who are all privately owned. We are not aware of any terminal applying a separate tariff between cellular and non-cellular vessels. Stevedoring rates are privately negotiated between the port and carrier, the structure of those charges is confidential to those parties.
Uruguay	The rate to use the docks differs by the type of vessel, but it doesn't affect the existence of owns elements.

**III. CONTAINERS, TRAILER CARGO, FLOATING CRAFT AND VEHICLES**

TABLE 8	Containers and Floating Craft Handling Operations Tariff
TABLE 9	Passenger Cars, Other Vehicles and Trailer Cargo Handling Operations Tariff
TABLE 10	Storage Charges for Cargo itemised in TABLE 9

**TABLE 8**  
**CONTAINERS AND FLOATING CRAFT HANDLING OPERATIONS TARIFF**

ITEM	SERVICE	UNIT OF CHARGE	RATE (Euros)
<b>1000</b>	<b>SERVICES RELATED TO VESSEL OPERATIONS</b>		
<b>1100</b>	<b>LOADING/DISCHARGING OF FULL AND EMPTY CONTAINERS</b>		
	Per standard containers only (OOG containers are subject to non-standard containers surcharge - item 4101).		
1101	Load or discharge full ctrs including receiving or delivery (two moves: vessel-terminal-vehicle or vice versa)	tariff/cont.	150,00
1102	Load or discharge empty ctrs on relation (vessel-terminal or vice versa)	tariff/cont.	92,00
1103	Load or discharge empty ctrs on relation (terminal-vehicle or vice versa)	tariff/cont.	33,00
1104	Load or discharge full ctrs (ROLL ON - ROLL OFF) (vessel - terminal or vice versa)	tariff/cont.	90,00
1105	Load or discharge empty ctrs (ROLL ON - ROLL OFF) (vessel - terminal or vice versa)	tariff/cont.	58,5
<b>1200</b>	<b>TRANSHIPMENT CONTAINERS</b>		
	Per standard containers only (OOG containers are subject to non-standard containers surcharge - item 4101).		
1201	Transhipment full ctrs discharge or load	tariff/single lift	85,00
1202	Transhipment empty ctrs discharge or load	tariff/single lift	85,00
<b>1300</b>	<b>SHIFTING/RESTOWAGE CONTAINERS</b>		
	Per standard containers only (OOG containers are subject to non-standard containers surcharge - item 4101).		
1301	Restow (same bay) full/empty ctrs	tariff/cont.	140,00
1302	Restow (bay-quay-bay) full/empty ctrs	tariff/cont.	170,00
<b>1400</b>	<b>LASHING, OPENING/CLOSING HATCHES AND OTHER OPERATIONS ON VESSEL</b>		
1401	Lashing/unlashing on vessel (equipment provided by the line)	tariff/unit	8,00
1402	Loading/discharging hatch-covers (pontoons)	tariff/single lift	60,00
1403	Loading/discharging hatch-covers (pontoons) by chains	tariff/single lift	120,00
1404	Loading/discharging twist lock box	tariff/box	90,00
1405	Setting/removing twist locks	tariff/cont.	8,00
<b>1500</b>	<b>IDLE TIME FOR LABOUR ON "STAND BY"(normal working hours only)</b>		
	The idle time rate will apply in case vessel's arrival/readiness for discharging and/or loading operation		
1501	Idle time for labour on "stand-by" (normal working hours, overtime surcharges applies)	tariff/hour/gang	450,00



1502	Free time allowed for terminal gangs idleness (total per call – applicable to gangs awaiting vessel berthing/readiness for starting discharging and /or loading operations only)	1 hour (per each ship gang)	
<b>1600</b>	<b>ISPS CHARGE</b>		
1601	In order to provide safety in accordance with ISPS	tariff/cont.	8,00
<b>2000</b>	<b>RECEIVING/DELIVERY OF CONTAINERS AT THE TERMINAL (NOT VESSEL CYCLE)</b>		
	(Not applicable to cont. in transhipment or when included in the rate of other services)		
	Per standard container only (OOG containers are subject to non-standard containers surcharge - item 4101).		
2101	Receiving or delivery full ctrs (terminal-vehicle or vice versa: single lift)	tariff/cont.	50,00
2102	Receiving or delivery empty ctrs (terminal-vehicle or vice versa: single lift)	tariff/cont.	33,00
<b>ITEM</b>	<b>SERVICE</b>	<b>UNIT OF CHARGE</b>	<b>RATE (%)</b>
<b>3000</b>	<b>IMO SURCHARGES (add to basic rate)</b>		
	IMO CLASS 1 - handling according to special agreement only		
	IMO CLASS 7 - handling according to special agreement only		
3101	IMO CLASS 2.1	container	50
3102	IMO CLASS 2.2	container	25
3103	IMO CLASS 2.3	container	150
3104	IMO CLASS 3	container	50
3105	IMO CLASS 4.1	container	25
3106	IMO CLASS 4.2	container	50
3107	IMO CLASS 4.3	container	50
3108	IMO CLASS 5.1	container	50
3109	IMO CLASS 5.2	container	150
3110	IMO CLASS 6.1	container	150
3111	IMO CLASS 6.2	container	75
3112	IMO CLASS 8	container	75
3113	IMO CLASS 9	container	50
<b>4000</b>	<b>NON STANDARD CONTAINERS SURCHARGE (Containers that cannot be handled by normal spreader - (add to basic rate) AND SPECIAL CARGO</b>	<b>UNIT OF CHARGE</b>	<b>RATE (%)</b>
4101	Handling of OOG ctrs	container	200
4102	Handling of ctrs under difficult conditions	container	100
4103	Handling of special cargo (floating crafts, heavy lifts, ...) - handling according to special agreement only		



<b>5000</b>	<b>OVER TIME SURCHARGE (add to basic rate)</b>		
5101	from Saturday 14.00 until Monday 06.00	unit	50
5102	3rd shift before National Holiday	unit	100
5103	1st, 2nd and 3rd shift on National Holiday	unit	150
<b>ITEM</b>	<b>SERVICE</b>	<b>UNIT OF CHARGE</b>	<b>RATE (Euros)</b>
<b>6000</b>	<b>STORAGE</b>		
<b>6100</b>	<b>STORAGE OF FULL CONTAINERS</b>		
6101	Storage full export and transhipment (first 7 days)	free	
6102	Storage full export and transhipment (8 to 12 days)	tariff/TEU/day	5,00
6103	Storage full export and transhipment (13 to 20 days)	tariff/TEU/day	10,00
6104	Storage full export and transhipment (21 to 30 days)	tariff/TEU/day	20,00
6105	Thereafter, as of 31 days	tariff/TEU/day	40,00
6106	Storage full import (first 5 days)	free	
6107	Storage full import (6 to 12 days)	tariff/TEU/day	5,00
6108	Storage full import (13 to 20 days)	tariff/TEU/day	10,00
6109	Storage full import (21 to 30 days)	tariff/TEU/day	20,00
6110	Thereafter, as of 31 days	tariff/TEU/day	40,00
<b>6200</b>	<b>STORAGE OF EMPTY CONTAINERS</b>		
6201	Storage empty export and transhipment (first 7 days)	free	
6202	Storage empty export and transhipment (8 to 12 days)	tariff/TEU/day	4,00
6203	Thereafter, as of 13 days - transportation to DEPO		
<b>6300</b>	<b>STORAGE OF REEFER CONTAINERS (NO FREE STORAGE APPLICABLE) in import, export and transhipment</b>		
6301	Storage full (first 5 days)	tariff/TEU/day	5,00
6302	Storage full (6 to 10 days)	tariff/TEU/day	10,00
6303	Storage full (11 to 20 days)	tariff/TEU/day	20,00
6304	Storage full (21 to 30 days)	tariff/TEU/day	30,00
6305	Thereafter, as of 31 days	tariff/TEU/day	50,00
<b>6400</b>	<b>STORAGE OF IMO CLASS CONTAINERS (NO FREE STORAGE APPLICABLE) in import, export and transhipment</b>		
6401	Storage for IMO CLASSES 1 AND 7 IS NOT ALLOWED		
6402	Storage surcharges for IMO CLASSES containers according to the valid surcharges for handling of IMO containers (see item 3000)		



6403	Storage (First 5 days)	tariff/TEU/day	5,00
6404	Storage (6 to 10 days)	tariff/TEU/day	10,00
6405	Storage (11 to 20 days)	tariff/TEU/day	20,00
6406	Storage (21 to 30 days)	tariff/TEU/day	30,00
6407	Thereafter, as of 31 days	tariff/TEU/day	40,00
<b>6500</b>	<b>STORAGE OF SPECIAL EQUIPMENT (NO FREE STORAGE APPLICABLE) AND SPECIAL CARGO in import, export and transhipment</b>		
6501	Special equipment Storage (flat rack, open top,...) full cont. (as of 1st day)		
6502	Storage (first 12 days)	TEU/day	10,00
6503	Storage (13 to 20 days)	TEU/day	20,00
6504	Storage (21 to 30 days)	TEU/day	40,00
6505	Thereafter, as of 31 days	TEU/day	80,00
6506	Special cargo Storage(floating crafts, heavy lifts, ...) - storage according to special agreement only		
<b>7000</b>	<b>REEFER CONTAINERS</b>		
	Reefer container shall be connected to the power supply system within 12 hours after receiving		
7101	Reefer connection and monitoring (storage not included) (as of 1st day)	tariff/cont./day	35,00
7102	Reefer repairs coordination	tariff/operation	50,00
7103	Data download from unit	tariff/operation	40,00
7104	Reefer Pre-trip inspection (without transportation and washing of cont.)	per cont.	38,00
7105	Attaching/detaching gen-set	per operation	50,00
7106	Refuelling	per litre	market price + 10 %
7107	Temperature setting (without necessary handlings and transportation)	per cont.	20,00
<b>8000</b>	<b>ADDITIONAL SERVICES + MISCELLANEOUS</b>		
<b>8100</b>	<b>RELEASING OF CONTAINERS</b>		
	Releasing of ctrs for inspections and fumigation		
8101	Releasing ctrs for inspections (except veterinary and X-Ray) and fumigation	tariff/operation	95,00
8102	Releasing ctrs for veterinary inspections	tariff/operation	78,00
8103	Releasing ctrs for X-Ray inspection	tariff/operation	70,00
8104	Container transportation between TERMINAL and CFS (without lifts on TERMINAL)	tariff/cont. (one way)	30,00
<b>8200</b>	<b>WEIGHING OF CONTAINERS</b>		
8201	Weighing of container on arrival (Price is valid for container in arrival with wagon and truck.)	tariff/cont.	38,00
8202	Weighing of container already stored on terminal (Price is valid for container in import, transhipment and export.)	tariff/cont.	80,00



8203	Issuing of VGM certificate (additional order)	tariff/cont.	10,00
<b>8300</b>	<b>SEALING OF CONTAINERS</b>		
8301	Sealing at receiving from wagons (seals provided by line)	tariff/operation	23,15
8302	Transport to sealing area (receiving from wagons)	tariff/operation	20,00
8303	Sealing in yard ctrs (including transport to sealing area)	tariff/operation	53,15
8304	Transport to sealing area for sealing in yard ctrs	tariff/operation	50,00
8305	Seal costs	tariff/unit	2,00
8306	Sealing during discharging of vessel (including additional movements, sealing with ports HSS seal and preparation of report)	tariff/operation	80,00
<b>8400</b>	<b>REMOVING LABELS AND SEALS</b>		
8401	Removing labels and seals at receiving or delivery	tariff/label/seal	10,00
8402	Transport to and from position for removing labels/seals	tariff/operation	50,00
<b>8500</b>	<b>MISCELLANEOUS</b>		
8501	Yard Extra Move full	tariff/cont.	30,00
8502	Yard Extra Move empty	tariff/cont.	20,00
8503	Late submission of discharge orders full ctrs	tariff/cont.	90,00
8504	Late submission of discharge orders empty ctrs	tariff/cont.	50,00
8505	Inaccurate data on the discharge order (vessel and voyage number, POD, SPOD, weight)	tariff/cont.	50,00
8506	Inaccurate data on the discharge order (vessel discharge) (means of transport for exit – truck, wagon, delivery to CFS)	tariff/cont.	50,00
8507	Incorrect data on DVH (IMO CODE)	tariff/cont.	150,00
8508	Working out and changing of "cargo plan" (vessel)	operation	300,00
8509	Adding containers to the ship loading plan after the completion of the ship loading plan - before the start of operations	tariff/cont.	70,00
8510	Adding containers to the ship loading plan after the completion of the ship loading plan - after the start of operations	tariff/cont.	90,00
8511	Changing of rail loading plan (RAZVAG)	operation	100,00
8512	Shifting of standard ctrs on the same wagon	tariff/cont.	30,00
8513	Shifting of standard ctrs wagon – wagon	tariff/cont.	50,00
8514	Idle time on train/wagon operations	tariff/hour/gang	250,00
8515	Escorts during visual inspection of containers with dangerous cargo	tariff/operation	20,00
8516	Photography of cont. during loading on vessel (6 photo)	tariff/cont.	40,00
8517	Securing/unsecuring of ctrs on railcars during receiving/delivery by means of ISO cones, releasing of forked branch	wagon	10,00
8518	Deleting of the EDI movements of containers from Port system and TOS	tariff/cont.	13,80



8519	Unloading / loading of containers from / to freight truck outside working hours of the Container Terminal gate and DEPO gate	tariff/cont.	20,00
8520	Administrative services (management of loss/extraordinary events, ...)	tariff/cont.	25,00
<b>8600</b>	<b>Container spillage charges</b>		
8601	Transport of ctrs to spill collector	tariff/cont.	30,00
8602	Delivery of ctrs for washing, cleaning of safety catch and return of container to terminal	tariff/operation	300,00
	Using of collectors will be charged as per item of Table 27 - Port security services and equipment tariff		
	The removal of any pillage shall be charged on the basis of a special agreement between Luka Koper and the customer.		
	In the case of the need of the fire guards, fire guard services will be charged as per item listed in Table 27 - Port security services and equipment tariff		
<b>9000</b>	<b>DEPO SERVICES</b>		
<b>9100</b>	<b>CHARGES FOR LOADING/DISCHARGING OF EMPTY CONTAINERS</b>		
9101	Depo receiving/delivery of ctrs (gate in / gate out)	tariff/lift	30,00
9102	Depo moves (INTERNAL) - as per special order	tariff/lift	20,00
9103	Container transportation between DEPO and Container terminal (without lifts on DEPO an terminal)	tariff/cont.(one way)	10,00
9104	Container transportation between DEPO and CFS (without lifts on DEPO)	tariff/cont. (one way)	30,00
9105	Container delivery to and from additional services area (repair shop, washing, PTI), lifts included	tariff/cont.	30,00
<b>9200</b>	<b>STORAGE EMPTY CONTAINERS</b>		
9201	Storage empty containers (First 10 day)	free days	
9202	Thereafter, as of 11 days	per TEU/day	3,00
<b>9300</b>	<b>CONTAINER CLEANING</b>		
<b>9301</b>	<b>Sweeping of containers</b>		
9302	Sweeping 20' ctrs	per cont.	10,00
9303	Sweeping 40' ctrs	per cont.	15,00
<b>9304</b>	<b>Washing of containers</b>		
9305	Washing 20' ctrs	per cont.	20,00
9306	Washing 40' ctrs	per cont.	30,00
9307	Steam washing 20' ctrs	per cont.	25,00
9308	Steam washing 40' ctrs	per cont.	35,00
9309	Chemical washing 20'ctrs	per cont.	50,00
9310	Chemical washing 40' ctrs	per cont.	70,00
9311	Cleaning of containers with a large amount of waste – not dangerous goods (waste removal until 0,5 m3 included)	per cont.	35,00