



**House Tariff**  
**for**  
**Quay handling services**

**valid from February 1st, 2024**

English translation: In cases of dispute the German text shall be binding

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## **Section I**

### **Ship dues (quay dues)**

(Principal and recipient of invoice: ship's agent)

Ship dues are payable for the use of quay facilities by a seagoing vessel based on

- the quantity of cargo loaded or discharged (weight dues)
- the capacity and berthing time of the seagoing vessel (tonnage dues)

#### **1) Weight dues**

- a) Weight dues for all cargoes being handled via the quay

**€ 6,80 per 1.000 kilos**

Weight dues are also payable for cargo which is delivered

- from the quay into watercraft or
- from the quay by floating crane into a sea-going vessel
  
- being loaded at the quay from watercraft or
- by floating crane from a sea-going vessel being discharged at the quay.

- b) Ship dues for goods to be discharged or loaded at dolphins and which, by order of the ship's agent, are discharged or loaded at the quay

**€ 6,80 per 1.000 kilos**

- c) Ship dues for goods to be discharged or loaded at dolphins or overside at a quay and which are, at the request of a 3<sup>rd</sup> party, discharged or loaded at the quay (invoice recipient : applicant)

**€ 6,80 per 1.000 kilos**

- d) When a crane is used for overside work or for restowing on board, weight dues of charges to apply in addition to the crane hire charge (Section VIII) weight dues of are payable on the quantity of cargo handled (invoice recipient: applicant).

**€ 6,80 per 1.000 kilos**

**2) Tonnage dues**

- min. charge for the first 24 hours berthing time **€ 0,52**
  
  - after that, for every 12 hours berthing time **€ 0,26**
- multiplied by the GRT\*) figure.

Berthing time commences immediately after the vessel is moored at the quay. Sundays and public holidays will only be counted as berthing time if loading or discharging takes place on these days

**3) Port and Terminal Security Charge**

For all cargo discharged or loaded in seagoing traffic a port and terminal security charge is payable as follows:

- Containers, loaded or empty, per unit **€ 12,00**
  
- General cargo all kinds, measuring up to 5 times, per 1.000 kos **€ 0,70**  
measuring more than 5 times, per 1.000 kos **€ 1,40**

\*) German law of 22.1.75 in respect of the International Measurement Convention of 23.06.1969

## Section II

### Cargo dues (handling charges)

(Principal and recipient of invoice: commodities agent)

#### A. Handling charges in List of Commodities

- (1) For handling cargo over the quay or overside, **handling charges** will be levied with the calculation based the rates detailed in the List of Commodities in € per 1.000 kilos of the quantity of cargo handled (providing no other basis for the calculation is laid down).  
For overside handling the approval of the quay operator must be obtained.
- (2) Handling charges for **cartage goods** at the first shed (i.e. goods delivered to a quay shed but not shipped from there; instead they are first transported to another quay shed from where they are shipped seawards or taken overside for out ward sea traffic): the appropriate rates for outgoing traffic detailed in the List of Commodities.

#### B. Special handling charges

- (1) Handling charges for **transit goods** (i.e. goods delivered to a quay shed, redelivered but not shipped seawards from there):

-	vehicles	€ 90,00 per 1.000 kilos
-	but minimum	€ 250,00 per piece
-	goods of up to 5 times m <sup>3</sup> /t	€ 70,00 per 1.000 kilos
-	for goods of over 5 times m <sup>3</sup> /t	€ 14,00 per m <sup>3</sup>

- (2) Handling charges for **restowage goods** (i.e. goods unloaded from a ship for restowing purposes and then loaded back into the same ship):

Settlement as per list of commodities additionally to ship dues.

### Section III Storage charges

- (1) Free quayside storage for **imports**: three calendar days after the last day of discharging from sea-going ship.  
Free quayside storage for **exports**: five calendar days after the day the cargo is delivered.  
Free quayside storage for **sea-borne transshipment** goods: seven calendar days.  
(Sea-borne transshipment goods are goods which arrive by sea and which in the Bill of Lading – through B/L or local B/L marked for transshipment or B/Ls which clearly indicate forwarding by sea to another port - shows are destined for reshipment by sea).  
Diverging regulation for free quayside storage of **dangerous goods (GGV See)** : One calendar day after 1<sup>st</sup> contact of quay.
- (2) **Quayside storage charge** for goods of up to 5 times cbm/t after expiry of free quayside storage **€ 2,90 per 1.000 kilos/day**
- Quayside storage charge for goods more than 5 times cbm/t **€ 3,95 per 1.000 kilos/day**
- (3) Storage charge for **discharged goods** after expiration of the period of seven days when storage charges are due: double the charges detailed in Clause (2) above
- (4) Charge for **outdoor storage or storage inside the warehouse** of goods where permission has been applied for and granted per month or fraction thereof: **details on request**
- The **monthly storage charge** will be calculated without the free days detailed above; the first day of storage is the date when the goods are received, the last day of storage the date they are taken away.
- (5) Storage charge for **transit goods**: payable from the day of delivery and calculated by the weight of the goods; Clauses (2) and (3) above are applicable. A storage charge also has to be paid for the day the goods are taken away.
- (6) Storage of **containers/flats**: **details on request**

## **Section IV**

### **Minimum charges**

- |   |                |
|---|----------------|
| (1) Minimum charge for quay handling services<br>Minimum charge for each application where charges apply:   | <b>€ 95,00</b> |
| (2) If <b>several services</b> are requested in one application where charges apply, a minimum charge as per (1) will be levied for each service. | <b>€ 75,00</b> |

## **Section V**

### **Special surcharges**

- |  |                   |
|--|-------------------|
| (1) <b>Surcharges</b> payable for work done outside the normal working hours from Monday to Friday :   |                   |
| a) for night shifts Mondays to Thursdays, per gang and shift   | <b>€ 1.430,60</b> |
| b) for night shifts prior to pre-holiday shifts, i.e. on the days before January 1st, Easter, May 1st, Whitsun and Christmas, per gang and shift         | <b>€ 4.280,50</b> |
| c) for 1st shifts on Saturdays, per gang and shift   | <b>€ 640,80</b>   |
| d) for shifts on Saturdays, Sundays and official public holidays (except for the 1st Saturday shift) and for night shifts on Fridays, per gang and shift | <b>€ 1.610,70</b> |
| e) for overtime Mondays to Fridays and after the 1st shifts Saturdays per gang and hour or fraction thereof  | <b>€ 290,50</b>   |
| f) for overtime after 2nd to 4th shifts on Saturdays, per gang and per hour or fraction thereof  | <b>€ 387,60</b>   |
| g) for overtime at Sundays and official public holidays, per gang and per hour or fraction thereof   | <b>€ 455,50</b>   |
| h) for pre-holiday shifts on Mon - Sat , per gang and shift (only valid for April, 30th, December, 24th and December 31 <sup>st</sup> )                  | <b>€ 794,50</b>   |
| i) early hours will be charged as overtime   |                   |

j)	The fees for work to be assessed on time basis will be debited as follows :	
	per man / shift	€ 592,40
	per man / hour	€ 78,50
(2)	Charge for a <b>certificate</b>	€ 70,00
(3)	Charge for each <b>part-delivery order</b>	€ 35,00
(4)	Charge for <b>suspension of export goods</b> per application	€ 70,00
(5)	Charge for double invoicing as a consequence of a not advising special price agreements on the delivery-paper (telefax and telex orders), per application	€ 35,00
(6)	Charge for processing a receiving note /quay order (Schiffszettel/Hafendatensatz) not received in time before shipment, per application	€ 75,00
(7)	Charge for processing a dangerous goods request (IMDG)	€ 75,00



## Section VI Charges for special services

(1) Charges for the hire of **cranes and fork-lift trucks** with the quay operator's personnel

a)	<b>cranes</b> (with driver)	<i>per hour</i>
	up to 100 t capacity	<b>€ 665,00</b>
	over 100 t	<b>on request</b>
b)	<b>fork-lift truck</b> (with driver)	<i>per hour</i>
	up to 8 t capacity	<b>€ 135,50</b>
	up to 25 t capacity	<b>€ 240,50</b>
	up to 50 t capacity	<b>€ 405,00</b>
c)	<b>reachstacker</b> (with driver)	<b>€ 425,00</b>
d)	<b>tugmaster</b> (with driver)	<b>€ 205,50</b>

The rates per hour apply to full hours or fractions thereof.

Rates are applicable for work during regular working hours. **Outside regular working hours** surcharges will apply for crane and fork-lift truck operators in accordance with section V (special surcharges)

e)	<b>trailers</b>	
	For trailers supplied by quay operator for handling, intermediate transport and/or storage, a charge of per trailer is payable effective from day of delivery	<b>€ 35,00 per day</b>

- (2) Rates for work to be **assessed on a time basis** and for **waiting time and breaks worked non-stop**.

Charged time will be rounded to half hours with a **minimum charge of half an hour**.

The rates are applicable for work done during normal working hours. **Outside normal hours**, pro rate surcharges per worker will be payable in accordance with Section V (special surcharges)

## **Notes to the Tariff of Quay Handling Services**

### **1.**

#### **Liability to pay**

- (1) The ship's agent is liable to pay ship dues for the use of quay side cargo-handling facilities by a sea-going vessel.
- (2) For expenditures in respect of safety regulations of ISPS-Codes of IMO a port and terminal security charge is payable by the ship's agent.
- (3) The charge for handling cargoes over the quay or overside is payable  
for outgoing and incoming seaward traffic by the issuer of the receiving note/quay order (shipping-note/commitment-note)

If the ship owner/ship's agent of a container vessel has taken responsibility to pay the handling charges for the loading of containers the additional liability of the issuer of the quay order to pay the handling charges for loading in case of outgoing seaward traffic has a time limit.  
The issuer of the quay order will only be held liable in addition to the ship owner until the goods have been received by the ship.

In all other cases, the liabilities to pay the handling charges by the issuer of the quay order, as laid down in this tariff are not affected by the above mentioned time limit.

- (4) Storage charges are payable by the recipient in the case of discharged goods, by the issuer of the receiving note/quay order in the case of goods loaded and in all other cases by the applicant.
- (5) Charges for miscellaneous services are payable by the respective applicant.

**2.**

**Terms of payment**

- (1) Charges and expenses incurred by the quay operator are due within six days of receipt of invoice.
- (2) The quay operator is entitled to demand advance payment.
- (3) The quay operator is entitled to charge interest on arrears of payment at 4% above the rate of interest laid down by the European Central Bank.
- (4) An additional payment of 1,5 % (Minimum Wage Agreement Fund) is payable on all charges of the house tariff (except storage charges) and if so the VAT regulated by law.

**3.**

**Determination of weights and measures**

Charges will be levied on the basis of the weights and measures shown in the accompanying documents or according to the customary average weights and measures. For goods weighed and/or measured by the quay operator, the charges will be levied on the basis of the weights or measures thus established. In case of exceeding of weight the act of weighing has to be settled by the issuer of the shipping note.

**4.**

**Charges for carriage of goods by the Port Railway**

- (1) The house tariff does not cover any expenses incurred by the quay operator, in particular demurrage charged to the quay operator by the respective railway operator.
- (2) Furthermore, the house tariff does not include any charges incurred by the quay operator with respect to the provision of wagons by the respective railway operator.
- (3) Demurrage may be repaid in full or in part providing permission is obtained from respective railway operator.

**5.**

**Basis of contracts**

All contracts basing on the Recommendation for the General Terms of Business of Quay Handling Firms in the Port of Hamburg (Kaibetriebsordnung) valid at the time in question.

## **LIST OF COMMODITIES AND HANDLING CHARGES**

**(Charges to Section II A)**

The handling charges mentioned in the list of commodities refer to goods in seaworthy packing.

Goods / respectively services not mentioned above  
as per request

**General cargoes**

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	outgoing indirect	Handling charges incoming indirect
<b>General Cargoes overall</b>		
in packages from 500 kilos to 10.000 kilos / measuring up to 5 times	€ 37,00	€ 44,00 per 1.000 kilos
in packages from 500 kilos to 10.000 kilos / measuring more than 5 times	€ 7,40	€ 8,80 per m <sup>3</sup>
in packages more than 10.000 kilos up to 100.000 kilos (measuring up to 10 times)	€ 53,50	€ 60,00 per 1.000 kilos
in packages more than 10.000 kilos up to 100.000 kilos (measuring more than 10 times)	on request	
packages more than 100.000 kilos	on request	
watercrafts	on request	
Goods with a measure of length more than 20 m	on request	
Direct handling charge (outgoing and incoming traffic) as well as from overside by means of vessel's own gear or by landside cranes	on request	

**IRON AND STEEL, unpacked, slingable, lots above 200t\***

*Max. 20t unit weights	Handling charges	
	outgoing indirect	incoming indirect
<b>LONG PIECES</b>		
(merchant bars, section steel, pipes) in lengths of up to 13 m	€ 16,80	€ 19,50 per 1.000 kilos
in lengths more than 13 m – 20 m	€ 18,70	€ 22,00 per 1.000 kilos
more than 20 m	on request	
cement-lined pipes, coated and/or cast-iron pipes	on request	
<b>ROLLED STEEL PRODUCTS</b>		
(incl. bundles wire rods) in packages of more than 1.000 kilos	€ 15,50	€ 18,00 per 1.000 kilos
<b>OTHER IRON PRODUCTS, treated</b>		
(Steel mesh fabrik, wire, wire netting, wire ropes, permanent way materials, fittings, flanges, alloys, tubes)	on request	
<b>IRON AND STEEL, packed</b>	see rates for general cargo	
Direct handling charge (outgoing and incoming traffic) as well as from overside by means of vessel's own gear or by landside cranes	on request	

\*For lots under 200t, the General Cargo, non-specified rate will apply

**VEHICLES IN CONVENTIONAL TRAFFIC**

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	outgoing indirect	Handling charges incoming indirect
<b>SELF-PROPELLED AND/OR STEERABLE incl. TRAILER</b>		
<b>Commercial vehicles incl. trailers</b>		
(Bus, caravan site, fork lift, lorry, mobile generator, mobile crane, road roller, tractor-trailer, truck etc.),	€ 58,50	€ 58,50 per 1.000 kilos
but Minimum	€ 185,00 per unit	
All other vehicles	on request	
Direct handling charge (outgoing and incoming traffic) as well as from overside by means of vessel's own gear or by landside cranes	on request	

**NON-SELF-PROPELLED AND/OR STEERABLE VEHICLES AS FAR AS TRACK VEHICLES : SURCHARGE 25%**

**ALL NOT ABOVE MENTIONED VEHICLES AS FAR AS RAILWAY VEHICLES ON REQUEST.**



**DANGEROUS GOODS, CHEMICALS**

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	outgoing indirect	Handling charges incoming indirect
<b>DANGEROUS GOODS</b> (covered by GGV-See*)		
classes 2-6, 8, 9	€ 58,00	€ 65,00 per 1.000 kilos *
classes 1,7 as far as not mentioned	on request	
Direct handling charge (outgoing and incoming traffic) as well as from oversight by means of vessel's own gear or by landside cranes	on request	

\* as well as the charges for handling for an application for dangerous goods ( see section V – special charges )

## **CONTAINERS**

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### **ISO-containers, 20' and 40' only valid with CSC-badge**

gate in/out	€ 65,00 per container/move
stack out	€ 40,00 per container/move
Weighing of containers according to (VGM/SOLAS) (excluding stacking out)	€ 55,00 per container
Weighing of containers, only being delivered for weighing purpose	€ 85,00 per container
Surcharge oog	€ 45,00 per container
All other services	on request