

**Prices and terms when calling Copenhagen.  
All prices are indicative and in Danish currency excl. VAT.  
Prices are subject to alteration without notice**

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		<b>Including: Rates and terms for storage of containers and flats Working Hours and Ordering of Services Rules and Conditions</b>	

## §1 Ships' Dues

for calls at Copenhagen from 1<sup>st</sup> of January 2010

Ships' dues		
	North of Knippelsbro	South of Knippelsbro
<b>Per call:</b>	Per GT/DKK	Per GT/DKK
1. Normal ships' dues, applies also to oil tankers with/without SBT	3.35	3.55
<b>Per calendar month:</b>		
2. Ships with passengers and general cargo (ferries)	12.35	13.00
3. Ships carrying other cargo	19.35	20.20
4. Ships, only carrying passengers	40.65	
5. Ships, without cargo and passengers	33.50	
6. Floating hotel (laying time less than 30 days) – first 24 hours	3.40	
6a Floating Hotel - hereafter for every 24 hours	1.10	
<b>Per Half Year:</b>		
7. Barges, etc. (minimum half a calendar year)	28.00	

### Conditions when calling at Copenhagen

- Ships' dues must be paid by all vessels and all floating material calling the port. Minimum charge is 100 GT irrespective of tonnage.
- All dues shall be levied on the vessel, and is payable before leaving the port, unless security for the dues has been provided or unless something different has been agreed.
- Ships dues levied per call cover 48 hours from arrival. Excepted are oil and bulk vessels which will be allowed 96 hours from arrival.
- Laying time in excess of 48 hours from arrival (respectively 96 hours for oil and bulk vessels) to be levied dkk 0.88 per GT for every 24 hours.
- Laid up ships pays according to agreement. Contact maritime Service.
- Floating hotel with more than 30 lay days' individual guidelines for calculation and collection of ship's dues can be negotiated.
- Floating hotels are responsible for ordering and paying for collection of sludge and other garbage as well as for the supply of fresh water and all expenses related to ISPS security, guards etc.
- The monthly dues must be paid in advance per ship. Thereby the vessel is entitled to make an unlimited number of calls within the period.
- Half yearly barge dues must be paid in advance.
- Periodical dues cannot be refunded (monthly and half yearly barge dues).
- Prises for vessels/calls not mentioned above are set individually by CMP.
- All prices are in Dansh currency excl. V.A.T. and are subject to alteration without notice

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### **Vessels sailing on a fixed route**

- For vessels sailing on fixed route individual guidelines for calculation and collection of ship's dues can be negotiated.

The following issues will form the basis for such agreements

1. Number of calls
2. The agreement must apply for certain vessels and certain type of goods

Cruise vessels may be granted a discount if the vessel has been approved as a cruise ship and the line (defined by Cruise Brand Name) has made at least 7 calls at Copenhagen during one calendar year.

- Only vessels, carrying no cargo and calling at Copenhagen Malmö Port AB as the port of call according to a scheduled and known cruise plan, can be approved as a cruise vessel.
- Notification is received by the port ahead of the call, stating the individual cruise brand name line.
- The refund amounts to 25 % of the paid ships' dues for the 7<sup>th</sup> call and following calls from the same cruise line brand within the calendar year.
- The refund granted for one calendar year shall be payable by mid-February of the following year.

Private wharves Owners of private wharves may receive a share of the ships' dues.

Owners of private wharves may receive (quarterly) a share of the ships' dues collected by CMP provided that:

- An application is received not later than 2 months after the end of a quarter and documentation of turnover must be submitted to Copenhagen Malmö Port AB.
- The reimbursement amounts to DKK 1.81 per tonne of the cargo turnover. As to stone, broken stones, gravel, shingle, sand and stone dust, the reimbursement is DKK 0.90 per tonne.

### Exemption from Ships' Dues

- State vessels (Danish or foreign) not adapted to transport cargo or passengers.
- Vessels, exclusively calling Copenhagen for medical assistance, disembarkation of patients, shipwrecked persons or the like with the proviso that the vessel departs from the Port within 24 hours from arrival.
- Vessels, calling Copenhagen forced by extreme weather conditions to seek harbour may apply for exemption from ships' dues with the proviso that the vessel departs from the Port within 24 hours from arrival.
- Tugboats when used in accordance with their specifications.

Other regulations:

Half Yearly Dues

Barges, lighters and other floating material above 5 GT, used for transport and/or work within the port boundaries shall pay a minimum charge of half a calendar year. If vessels depart for destinations outside the Port, normal ships' dues shall be paid when re-entering Copenhagen. 100 GT will be charged as minimum. Pleasure-crafts pay dues according to special conditions.

All other conditions are according to the regulations of Copenhagen.

Further information can be obtained by contacting Copenhagen Malmö Port AB on telephone +45 3546 1111 or visit our homepage [www.cmpport.com](http://www.cmpport.com)

## §2 Cargo-, Infrastructure-, Passenger- & Facility Dues

for calls at Copenhagen from 1<sup>st</sup> of January 2010

<b>Cargo Dues</b>	
<b>Nature of cargo</b>	<b>DKK/Tonne</b>
1. Ordinary Cargo Dues	17.70
2. Grain, sand, stone, scrap, iron, cement etc.	4.70
3. Fodder, wood, concrete articles etc.	8.50
4. Coke and coal	14.40
5. Oil, petrol etc.	15.45
6. Cargo carried by ferries (Oslo/Poland)	10.15
7. Containers, trailers and flats - per unit	185.00
<b>Infrastructure Dues</b>	
8. Containers	185.00
9. Cars (not registered)	10.50
10. Other cargo	as agreed
<b>Passengers</b>	
11. Minimum 10 passengers per call (both in/out-going) Per pass.	3.00

Cargo groups (point 1 - 6) are defined according to item tariff numbers of the Customs Tariffs.  
See pages 7 - 8.

### General Conditions

- Dues are to be paid for all goods, products and material, being unloaded, loaded, transported or in any other way being transferred to sea or land within the boundaries of the port.
- The vessel pays the cargo dues to CMP prior to the vessel's departure unless otherwise agreed.
- Weight is indicated in writing in whole numbers of tonnes or units. According to the above scheme.
- When dues are altered, the old rates shall be valid for cargo, arrived or departed prior to the date of alteration, if the cargo was notified within 5 week-days after the new dues became valid. After that period the new rate will be charged.
- Infrastructure dues are to be paid on cargo which arrives/departs using the port's railway tracks without crossing a quay.

- Passenger dues are to be paid for each arriving, respectively departing passenger and will be charged all ships carrying paying passengers. This also includes ferry routes, cruise ships, tour vessels, harbour tour boats - or the like.
- Passenger vessels at Copenhagen Roads disembarking/embarking passengers inside the port area are to pay DKK 37.00 per passenger. The payment is based on total numbers of passengers onboard upon arrival and again DKK 37.00 based on total numbers of passengers at departure. The vessel will however be charged for a minimum of 500 passengers each direction equals DKK 37,000.00.

#### Exemption from sea-borne Cargo Dues

- Empty containers, or the like, when not consigned as an article of commerce.
- Provisions and other necessities for the sole use of the vessel.
- Sea-borne imported cargo, for which cargo dues have been paid, may be exported free of charge, on the condition that the outgoing article is identical with the incoming, i.e. the article has not been undergoing any finishing or manufacturing, and that the re-exportation takes place within 12 months.
  - Application for exemption from payment of dues must be delivered to Copenhagen Malmö Port AB at the same time as handing in the freight documentation.
  - Each single cargo consignment must be documented.
  - In each application for exemption of payment it must solemnly be declared that full cargo dues have been paid on the inward bound goods.

#### General conditions

All rates quoted are exclusive of VAT (Value Added Tax). The VAT will be settled according to current Danish law.

All other conditions are according to the Port regulations. Further information can be obtained by contacting Copenhagen Malmö Port AB on telephone +45 3546 1111 or our homepage - [www.cmport.com](http://www.cmport.com)

#### Documentation

The captain or the vessel's agent shall submit to the port the necessary information/data on the vessel as to cargo and passengers in order for the port to be able to determine ships' - cargo- and passenger dues and for the collection of statistics.

All information must be presented according to the guidelines of CMP.

## Facility Dues for Use of Veterinary Control Station in Copenhagen Freeport

CMP, Copenhagen, is authorized as border control station for animal feed imported from or exported to countries outside the EU – non EU-countries.

Management of the control station is carried out in accordance with Publication no. 1173 of 15<sup>th</sup> of December 2000, issued by the Danish Food Directorate. Facility Dues must be paid to CMP.

- Containers, trailers and trucks, homogenous cargo DKK 1,456.00 per unit
- Small consignments DKK 36.00 per 100 kg  
(minimum debited DKK 360.00 per consignment)
- Storage Refrigerated DKK 36.00 pr. 100 kg per week
- Storage Normal DKK 18.50 pr. 100 kg per week  
(Minimum debited 500 kg)

## Cargo Dues

When calculating the cargo dues the following rules are to be maintained:

Dues are to be paid for all goods, products and material, being unloaded, loaded, transported or in any other way being transferred to sea or land within the boundaries of the port.

The vessel or its local agent shall pay the cargo dues to Copenhagen Malmö Port AB prior to the vessel's departure. The port may, however, against a deposit, other security or agreement allow the vessel to depart before dues have been paid.

The cargo dues shall be levied on the consignee, respectively on the consignor, and the vessel has the right of recourse against the consignee respectively the consignor.

### **1. Normal cargo dues are DKK 17.70 per tonne, however, see below.**

When unloading or loading of goods of below types the cargo dues can be calculated according to the following rates.

The goods classifications (types), stated in brackets, following the position numbers of the Customs Tariffs, are only intended as a guide. The wording of the Customs Tariffs determines which groups shall be referred to which chapter or principal position number.

### **2. DKK 4.75 per tonne**

#### Sand, stone and gravel directly fished out and items listed under

Customs Tariffs, Chapter 5 .....	(Non-edible products of animal origin)
Customs Tariffs, Chapter 10 .....	(Grain)
Customs Tariffs, item code 12.12.91 .....	(Sugar beets etc.)
and principal position 12.14 .....	(Other beets etc.)
Customs Tariffs, principal position 17.01 .....	(Cane and beet sugar)
Customs Tariffs, Chapter 25 .....	(Earth/Soil and stone sorts (hereunder excavated material, polluted soil etc.) salt, lime (plaster and sulphur).
Customs Tariffs, Chapter 26 .....	(Metallic ores, slag and ashes)
Customs Tariffs, item code 28.06.10.0 .....	(Hydrochloric acid)
Customs Tariffs, item code 28.15.12.00 .....	(Waste lye)
Customs Tariffs, item code 28.28.90.00 .....	(Sodium hypo chlorite)
Customs Tariffs, item code 28.33.29.50 .....	(Iron sulphate)
Customs Tariffs, principal position 38.24 .....	(As far as chemical plaster is concerned)
Customs Tariffs, item code 70.01.00.10.00 .....	(Broken glass and other cullet)
Customs Tariffs, principal position 72.04 .....	(Waste and scrap iron)

### 3. DKK 8.50 per tonne

Items listed under Customs Tariffs,

principal position 07.01 .....	(Potatoes)
Customs Tariffs, item code 07.13.10 .....	(Fodder peas)
Customs Tariffs, item code 07.14.90 .....	(Tapioca)
Customs Tariffs, principal pos. 11.01-04 .....	(Flour cereals)
Customs Tariffs, Chapter 12 .....	(Oil seeds, other seeds, fruits)
<u>With the exemption of items listed under item code 12.12.91-92 and principal position 12.14</u>	
Customs Tariffs, Chapter 23 .....	(Herring meal, oilseed cakes, vegetable products, etc. for animal fodder)
Customs Tariffs, Chapter 31 .....	(Fertilizers)
Customs Tariffs, principal position 44.01-07 and 44.09 .....	(Wood, unprocessed and roughly processed)
Customs Tariffs, Chapter 68 .....	(Goods of stone, cement, asbestos etc.)
Customs Tariffs, principal position 69.02..... (bricks are concerned)	(As far as clinkers, clay pipes and fire-
Customs Tariffs, principal position 69.04 .....	(Bricks)
Customs Tariffs, principal position:	
72.01-03 }	
72.05-07 }	
72.18 }	
74.01-04 }	
75.01-03 }	
76.01-02 }	(Base metals, scrap etc.)
78.01-02 }	
79.01-02 }	
80.01-02 }	
81.04 }	

### 4. DKK 14.40 per tonne

Items listed under Customs Tariffs:

principal position 27.01-04 .....	(Coal, lignite, peat and coke)
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### 5. DKK 15.45 per tonne

Items listed under Customs Tariffs

Code no: 27.07.10, 20, 30, 50 and 99 and principal position 27.09-10 .....	(Crude oil, petroleum, petrol and fuel oils etc.)
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Exceptions are items listed under

Item code 27.10.19.81-19.99 .....	(Lubricating oils, etc.)
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### § 3 Port Security Fee

for Copenhagen from 1<sup>st</sup> of January 2009

Port Security Fee covers a part of the cost in connection with the implementation and running of the International Facility Security Code (ISPS code). The cost is primarily covered via goods and passengers defined in the below mentioned conditions.

<b>Copenhagen</b>	<b>DKK</b>
Container (full)	15.00 per unit
Ro/Ro Unit	10.00 per unit
New Car	1.50 per car
General Cargo	1.00 per tonnes
Liquid Bulk	0.10 per tonnes
Dry Bulk	0.10 per tonnes
Ferry Passenger & Cruise Passenger	3.00 per passenger
Ferry Cargo	0.10 per tonnes

#### Conditions for Copenhagen

- Port Security Fee must be paid for all passengers and for all goods, products and material, being unloaded, loaded, transported or in any other way being transferred to sea or land within the boundaries of the port.
- Ships not carrying goods or passengers must pay subject to the length of the ship. Price is DKK10.25 per meter. Minimum DKK512.50.
- Port Security Fee will be debited together with other port dues.
- Port Security Fee is payable by the owner of the cargo and must be paid prior to the departure of the ship unless otherwise is agreed. For ships without cargo or passengers Port Security Fee is payable by the ship.
- Weight must be indicated in writing in whole numbers of tonnes or units, according to the above scheme.
- Port Security Fee is to be paid for each arriving, respectively departing passenger and will be charged all ships carrying paying passengers. This also includes ferry routes, cruise ships, tour vessels, harbour tour boats - or the like.
- Port Security Fee must be paid for laid- up ships for every 14 days started. Price is DKK10.25 per meter. Minimum DKK512.50.
- Ships, exclusively calling at Copenhagen for sampling, changing of crew, medical assistance, disembarkation of patients, shipwrecked persons, changing of spare parts, repair, seeking port of refuge, bunkering, taking in supplies, or the like must pay Port Security Fee. Price is DKK10.25 per meter. Minimum DKK512.50.
- Floating hotels are responsible for all expenses related to ISPS security, guards etc.
- Ships, not approved according to ISPS, calling ISPS approved quays, is payable for double Port Security Fee.

- If the security level of the Port or a part of the Port needs to be elevated from the normal level (ISPS code level 1) for a reason caused by a consignment (or transport unit used for transporting the goods), the full costs resulting from elevating the security level are charged from that party who is liable to pay the port dues on goods.

Port Security Fee quoted is exclusive of VAT (Value Added Tax). The VAT will be settled according to current Danish law.

#### Documentation

The captain or the vessel's agent shall submit to the port the necessary information/data on the vessel as to cargo and passengers in order for the port to be able to determine the Port Security Fee.

All information must be presented according to the guidelines of the Port.

For further information please contact Copenhagen Malmö Port AB.

Phone +45 3546 1111, email: [cmport@cmport.com](mailto:cmport@cmport.com) or web site [www.cmport.com](http://www.cmport.com)

## §4 Price table for services delivered by Maritime Service

### Water supply from quay valve:

Connection fee.....	DKK	210.00
Ordering fee when not ordered within 24 hours before requested delivery.....	DKK	420.00
Cancellation fee for cancellation less than 24 hours before requested delivery.....	DKK	420.00
Minimum sale 5 m <sup>3</sup> .....	DKK	185.00
Per m <sup>3</sup> exceeding 5 m <sup>3</sup> .....	DKK	37.00

Water supplies in the period 23.00 to 07.00 in addition to the list price of water will be billed the actual labor hours for crews with a minimum of 4 overtime. Should there be supplied water during this time, this must be ordered 36 hours before requested delivery. Cancellation less than 24 hours before requested delivery, will trigger a minimum of 4 hours.

### Electricity supply:

Connection fee.....	DKK	0.00
Rent per day for connection .....	DKK	113.00
Price per kilowatt is the price that supplier charge from CMP		

### Gangway:

Connection fee.....	DKK	0.00
Rent per day for 5-meter gangway, transport exclusive.....	DKK	220.00
Rent per day for 10-meter gangway, transport exclusive.....	DKK	220.00

### Hourly rate:

	Normal Working hour	Overtime
Deputy harbour master and harbour assistant	DKK 425.00	DKK 705.00
Consultant services, per hour commenced	DKK 880.00	

Administration costs will be added to special purposes except for services listed above.

## **§4 Stevedoring**

### **Ships operations**

*Rates to be adjusted to the individual operation. Please contact CMP for a quotation*

### **Ordering of services**

Ordering of services must be received not later than 11.00 AM the day before. For work on Saturdays, Sundays or holidays ordering must be received not later than 11 AM the weekday before.

### **Work outside ordinary working hours**

Additional overtime charges will be debited for Period I, II and III in the event of work after or before ordinary working hours.

The following applies for work on Saturdays, Sundays and bank holidays. If operations are commenced outside ordinary working hours a minimum payment of 6 hours will be charged irrespective of whether the operations are terminated within the mentioned 6 hours or not.

### **Other matters:**

- Waiting for ship, waiting for goods or waiting due to arrangements of the ship, the shipping company or the shipping agent or any other arrangements and waiting time, on which CMP has no influence, will be debited.
- Waiting time due to the weather.
- When work is ordered to commence on Mondays–Thursdays after 15.30 and Fridays after 15.00, and on Saturdays, Sundays and bank holidays after 07.00, waiting time will be debited from these mentioned hours and until the work starts or as long as it is demanded that the crew must wait. All other cases will be debited from 07.00.
- Charge for cancellation after 11.00 of work ordered for the following day: 4 hours
- Charge for attendance of workers, recruited for work and waiting in vain: 4 hours.
- Charge for alteration or cancellation of ordered overtime: 2 hours
- Charge for work ordered too late (after 11.00 on Mondays – Fridays): 2 hours
- Charge for work through meal breaks: 1 extra hour.

### **Compensation for waiting time in connection with delivery and collection of containers and other goods.**

CMP pays no compensation for waiting time in connection with delivery or collection of containers or other goods.

Exception is when containers or goods are wrongly handed out or if cannot be located.

**Working hours:** Generally for Container terminal

	Monday, Tuesday, Wednesday and Thursday	Friday	Saturday, Sunday and Holidays
Ordinary working hours	07.00 – 15.00	07.00 – 14.30	
Overtime:			
Period I	15.30 – 18.00	15.00 – 18.00	
Period II	06.00 – 07.00 18.30 – 02.30	06.00 – 07.00 18.30 – 02.30	06.00 – 23.30
Period III	02.30 – 05.30	02.30 – 05.30	23.30 – 06.00

Meal breaks:

Monday – Thursday:

10.30-11.00 • 15.00-15.30 • 18.00-18.30 • 21.30-22.00 • 01.30-02.00 • 05.30-06.00

Friday, Saturday, Sundays, Holidays:

10.30-11.00 • 14.30-15.00 • 18.00-18.30 • 21.30-22.00 • 01.30-02.00 • 05.30-06.00

The Container Terminal

Checkpoint ordinary working hours Monday – Friday 06.00-17.00

**General conditions of storing and storage rates:**

- For cargo, arriving or departing by car or railway, storage is charged from date of arrival.
- Cargo (not containers or trailers) arriving or departing by ship may remain free of charge for 7 calendar days. After that, storage will be charged from date of arrival.
- Containers and trailers can be stored free of charge for 5 calendar days. After that, storage is charged from date of arrival.
- There are special conditions and rules regarding refrigerated containers and trailers (connection and disconnection of electricity + consumption of electricity will be debited).
- For IMO goods special rules apply (requirements from the authorities).
- Goods (except for containers or trailers) will be debited per commenced 1000 kg/3cmb. Minimum debited 1000/kg/3cmb.

**Rules and Conditions**

In the case of inconsistency between the information received by CMP and the actual facts as to cargo and ship on which CMP has based its price quotations, CMP reserves the right to change the agreed prices.

CMP container terminal, in the Freeport of Copenhagen, is operated according to liner terms to and from stacking area.

**Rates and terms for storage of containers and flats in Copenhagen.**

<b>Empty containers and flats – 5 days free</b>	
	Dkk per unit/day $\geq 6$
10' – 20' empty	20.00
30' – 45' empty	40.00

<b>Stuffed containers and flats – 5 days free</b>		
	Dkk per unit/day $\geq 6 - 14$ days	$\geq 15$ days
10' – 20' stuffed	32.00	64.00
30' – 45' stuffed	64.00	128.00

Day of arrival respectively day of departure is free of charge.

If the unit remains more than 5 days the price will be charged from day one.

Terms of payment: 23 days after invoicing.

The General Conditions of “Danske Havnevirksomheder (DHAB 2007)” apply to this agreement to the effect that the agreement between the parties merely consists of the provisions in that body of rules and the conditions of this Agreement. Attention is especially drawn to part 4 of DHAB 2007 regarding the extent of CMP’s possible liability for delay or loss of or damage to goods.

All other services, not mentioned herein, are charged according to tariff.

Further information about CMP is available on our web site: [www.cmport.com](http://www.cmport.com)

## **Containers**

- Rates are based on the fact that containers and flats can be handled automatically and according to ISO-standard.
- Rate for second move is DKK 230.00 included delivery or pick-up of container.
- For containers and flats, not according to ISO-standard, 100 % extra charge will be added to the rates.
- Lashing/unlashing is not included.
- CMP reserves the right to refuse unities not packed in accordance with the existing regulations.
- Rates are based on the ship being ready for operations from the beginning of the work.
- Lift of hatch cover etc. will be debited extra.
- Any extra staff needed, for operations where automatic handling is impossible, will be debited extra.
- If the ship is not specifically built for container transportation, there will be an extra charge.
- For containers over 32 tons, there will be an extra charge.
- IMO DKK 50,-

## **Delivery of reefer containers to the container terminal**

Reefer containers must be correctly adjusted before the container is allowed to pass Checkpoint and be unloaded in the terminal. In other words, the container must be set to the temperature stipulated on both the booking and the receipt.

As usual, we would like to be helpful and will contact Condane or Container Care if required. However, the settings must be correct before the container passes Checkpoint.

## **Guidelines for accepting OOG (Out of Gauge) containers at the Container Terminal in Copenhagen.**

### **1:**

All OOG containers with max. 5 cm overwidth on each side, and with a max. overheight of 120 cm, must be handled by straddle carriers.

*These units can be processed Monday to Friday upon arrival at Checkpoint by 17.00 at the latest. Such lifts must be registered at least one hour before arrival.*

### **2:**

All OOG containers with an overwidth greater than 5 cm but less than 40 cm on one side, and with a max. over height of 120 cm, must be handled by fork-lift trucks.

*These units can be processed Monday to Thursday upon arrival at Checkpoint by 14.00 at the latest, or by 13.00 on Friday. Such lifts must be registered at least one hour before arrival.*

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**3:**

All chain lifts with a max overwidth of 40 cm are handled by fork-lift trucks.

*These units can be processed Monday to Thursday upon arrival at Checkpoint by 14.00 at the latest, or by 13.00 on Friday. Such lifts must be registered at least one hour before arrival.*

**4:**

All chain lifts with an overwidth of more than 40 cm, or an overheight of more than 120 cm. must be handled by crane.

*These units can be processed Monday to Thursday upon arrival at Checkpoint by 14.00 at the latest, or by 13.00 on Friday. Such lifts must be registered at the latest the day prior to arrival.*

***For arrivals at Checkpoint with the above-mentioned lifts at other than the above-mentioned times, the arrival must be registered with Checkpoint at the latest 11.00 the day prior to arrival.***

**Definitions:**

A OOG container lift is a lift with a max. overwidth of 5 cm on each side, and a max. overheight of 120 cm. In addition, in each corner there must be approximately 10 cm free space – in other words, no items can be placed right up against the sides of the gables.

A chain lift is a lift where one or more of the above-mentioned limitations is not fulfilled – in other words, it performs all tasks that a tall lift cannot.

The guidelines above pertain exclusively to the prior warning of the arrival of OOG containers.

**Generally for all operations**

Agreed prices for stevedoring are valid for modern bulk- and general cargo vessels, equipped with large hatches, minimum overhang and with boxed holds.

CMP reserve the right to collect additional charges for all other types of vessels. These are based upon level of productivity obtained during the individual expedition.

- Rates for special work, e.g. in connection with handling of average cargo, cargo damaged by water or fire, or when special handling conditions come into play, are fixed upon agreement in each individual case.
- The rates do not include ships or cargo dues. These rates are stated in paragraph 1 and 2.

- For all agreements between customer and CMP General Conditions of Danske Havnevirksomheder are valid (DHAB 2007) i.e. the agreement is solemnly regulated according to these regulations. Attention is especially drawn to part 4 of DHAB 2007 regarding the extent of CMP's possible liability for delay or loss of or damage to goods. DHAB 2007 is available at CMP homepage [www.cmport.com](http://www.cmport.com)
- All cargo is stored for the owner's account and risk and is not insured by CMP.
- CMP is only liable for damages, demonstrably due to faults and neglects on CMP's part or caused by CMP's employees. Any damage must immediately be notified to CMP. The notification must be given in time for CMP to inspect the damage before the cargo or the ship leaves the port. Failing this, the claim will not be acknowledged by CMP.

### **Terms of payment**

23 days after date of invoice. After due date a fee of 100 DKK + interest of 1 % per month will be charged at each beginning month.

### **Guaranty for payment**

CMP reserve the rights to demand guaranty for payment for work in connection with all rates and services.

### **Disputes:**

These business conditions are published in Danish and English. In the event of any dispute pertaining to the contents, the wording of the Danish version shall be the valid version.

