- OPERATIONAL GUIDE -

APPENDIX III

to the Terminal Contract

between

The LINE

(hereinafter referred as to the "Line" or the "User")

and

TERMINAL DARSENA TOSCANA S.r.l.

(hereinafter called "TDT" or the "Terminal Operator")

1. General Information

I.   Any orders, instructions and requests received by Terminal Operator from the Line, its personnel, its servants, agents or subcontractors (including Ship's Master, Agents, or multimodal operator), with respect to the provision of Container Terminal Services, shall be considered as orders, instructions and requests of Line, unless Line clearly specifies who is authorized to send orders, instruction and requests (see paragraph 11 Summary of Data Interchange Requirements).

II.   The Terminal Operator shall only acknowledges orders, instructions and requests that are in compliance with the required Data Interchange Requirements as specified in paragraph 11 Summary of Data Interchange Requirements. Furthermore the Terminal Operator shall recognize updated information provided and is not liable to clarify any information that is in conflict and/or changes from the original provided by the Line.

III.   The Terminal Operator shall have the right, but is not obliged, to check the authenticity of signatures on orders, instructions and requests, as well as the authorisation of the signatory of Line and its' Servants, Agents or Subcontractors.

IV.   All orders, instructions and requests shall be submitted in writing and/or via E-mail or EDI messages (see paragraph 7 EDI Messages). In the event of same submitted verbally, by way of exception, the Terminal Operator shall not be liable for any consequences resulting from the absence of a written order.

V.   The verified gross mass (VGM) is as defined in regulation IV/2 SOLAS convention 74 resolution MSC 380 (94) dated 21.11.2014.

VI.   The verified gross mass (VGM) of Containers shall be received by the Terminal Operator only from the Line, by EDI messages.

VII.   The Terminal Operator shall not assume any liability with respect to Containers loaded, unloaded, shifted, transported, and handled at the Container Terminal and to their good order and condition where a wrong declaration of Cargo has been made (e.g. wrong IMO class, weight, insufficiency or inadequacy of marks or insufficiency of packing) or latent defects of the Containers or Cargo.

2. Services description

2.1.   Receiving of Containers

For receiving of full or empty Containers to be loaded into Ship, into of the Container Terminal on road chassis or railway wagon following services are provided:

a) Receipt of Containers at the gatehouse and all clerical work associated.

b) Reporting of external visible damage to Containers and preparing interchange receipts (EIR) for such damaged Containers.

c) Inspection of seals (presence and number).

d) Reporting of Container movements into the Container Terminal (By Codeco EDI messages).

e) Unloading Containers off chassis or railcar

f) Acceptance of export containers strictly limited to one Ship in the same service. It's possible receive containers for the second vessel as regulated by our standard tariff.

2.2. Delivering of Containers

For delivering of full or empty Containers to be unloaded from Ship, out of the Container Terminal on road chassis or railway wagon following services are provide delivery of Containers at the gatehouse and all clerical work associated with receiving/delivering.

a) External visible damage to Containers using the new system OCR (Optical Character Recognition), technology on its quay cranes. This method capture the photographic images individual container during unloading operations. In case of damage reports these images will be made available to User.

b) Verify the mere presence of seal upon discharging.

c) Reporting of Container movements out of the Container Terminal (By Coarri EDI messages).

d) Loading Containers onto chassis or railcar if requested.

2.3. Loading and Unloading of Containers to/from Containerships

For the loading and unloading of Containers, full or empty, to/from a Ship, the following services are provided:

a) Loading or Unloading Ship plan of each Container accordingly with User Instructions

b) Movement of Containers from Ship's cell/deck to wharf and vice versa

c) Movement of Containers from wharf to stacking area and vice versa.

d) Tallying of Containers, completing stowage plan immediately after completion of operation and reporting by EDI message.

e) Reporting of Container movements into and out of the Ship by EDI message.

f) External visible damage to Containers using OCR system while loading and unloading, (the pictures will be provided on line request).

g) Lashing or unlashing of deck Containers (material will be furnished by Line at bays where it will be used).

2.4. Transhipment of Containers

For loading and unloading of Containers, full or empty, in transhipment from one ship to another, the following specific services are provided:

a) Loading and unloading of Containers into/from on carrier/pre carrier Ship suitable for Container transport.

b) Movement of Containers from stacking area to wharf and vice versa.

c) Reporting of Container movements into and out of on carrier/pre carrier Ship.

2.5. Shifting of Containers

Shifting Bay to Bay: Movement of Containers, full or empty, within the same bay of a Ship.

Restow: Movement of Containers, full or empty, from Ship's cell/deck to quay and restowing in Ship's cell/deck

2.6. Loading and Unloading of Containers into or out of Ro-Ro and Ro-Con Containership

For the loading and unloading of Containers, full or empty, into or out of RoRo and/or RoCon Containerships, following services are provided:

Ro/Ro basis: container upon mafi/rolltrailer

a. Movement of mafi/rolltrailer in or out Ro/Ro Containership's deck to wharf and vice versa

b. Movement of Container from mafi/rolltrailer to trailer and vice versa

c. Movement of Container from wharf to stacking area and vice versa

d. Reporting of Container movements into and out of the Ro/Ro Containership's

e. Reporting of external visible damage to Containers while loading and discharging. A list with numbers of containers found damaged upon discharging will be furnished as soon as completed cargo operations.

Ro/Ro basis: container on deck (garage)

a. Movement of Container from ro/ro's deck onto trailer

b. Movement of Container from trailer to wharf and vice versa

c. Movement of Container from wharf to stacking area and vice versa

d. Reporting of Container movements into and out of the Ro/Ro Containerships

e. Reporting of external visible damage to Containers while loading and discharging.

2.7. Inspection

Movement of Containers for the purpose of cargo inspection by the competent authority (e.g. customs office). This movement includes extra moves and transportation to/from the inspection area. Operational procedures are described in paragraph "Inspections of Full Containers".

2.8. Container Subject to Extra Moves

Export full containers

For delivery of containers to the Terminal, following data are requested as per standing procedure: container number and type, Line, vessel's name and voyage, port of discharge, VGM, stowage instructions (if any), OOG measures (for non-standard containers), required temperature (for reefer containers), IMO class (for dangerous goods containers, that must have received relevant authorization by the Maritime Authority).
Containers lacking such information will not be accepted or placed into temporary stack. An extra move is charged in case of:

- movement from temporary stack to dedicated voyage stack;
- movement due to change of vessel and/or port of discharge;
- stowage requirements not declared in the receiving order;
- change of status;
- removal from and replacement in stack for any kind of inspection.
- change of weight class/group
- shifting between User's and leasing company's stacks
- other causes, attributable to User acts or defaults.

For any other change of operative instruction, subject to feasibility evaluation by the TDT, the latter shall charge any necessary yard move.

Definition of container weight class

Yard stacking of export containers is arranged on the basis of following weight classes:

- Light/Medium
- Medium/Heavy

Containers must be stowed on board the vessel according to the relevant weight class. Should the container weight reported in the loading list belong to a different class compared with the one reported in the receiving order, TDT shall charge one yard move as per Appendix II. Should the Line(s) require further subdivisions within the same weight class, the TDT shall charge any necessary yard move.

Import full containers

24 hours before vessel's arrival or in case of Saturdays, Sundays and holidays 24 hours before the start of weekend or holiday(s), the Terminal Operator must receive a delivery program, indicating containers which are to be delivered by rail or truck.
In case no delivery program is received, by default the picking up will be assumed by truck.
After start of vessel's operation, any alteration of delivery status will result in an extra move charge. No extra move will be charged for empty containers, provided that – in the relevant vessel's arrival date – the empty free stock is not exceeded.

2.9. Refrigerated Containers

For reefer containers under refrigeration at the Container terminal, following specific services are provided:

a) Attaching and detaching of electrical plugs of the reefer Container at the reefer stacking area.

b) Recording and checking temperature and air ventilation status of the reefer Container every 12 or 24 hours (special or standard reefer respectively) whilst in the Container terminal and also on receiving and delivering.

c) Reporting faults immediately on discovery to Line's representative and general co-ordination of any requirements.

In case of notified failure or breakdown, the Terminal Operator shall not be deemed liable for not maintaining the required temperature.

2.10. Hazardous Container Handling and Storage

For Container containing Hazardous cargo, the following specific Services are provided:

a) Yard space and facilities in accordance with regulations as specified by the local competent authority

b) Labels checking at gate

c) Handling and transfer to inspection area for re-labelling or label removal on Line demand (Labels provided by Users).

2.11. OOG Containers Handling and Storage

For OOG Containers (container whose cargo height and/or length and/or width or damaged container structure) requiring special attachment to the spreader for their handling, i.e. over height frame, chains, slings, etc., the following specific services are provided:

a) Yard space, facilities, handling equipment, lifting accessories, skilled labour.

b) OOG dimensional measures and reporting on Line demand

c) Checking and reporting lashing and securing of containers not stuffed under Terminal Operator responsibility

d) Lashing and securing on Line demand.

2.12. Uncontainerized Cargo Handling and Storage

For Uncontainerized Cargo following specific services are provided:

a) Yard space, handling equipment up to 90t capacity, lifting accessories, skilled labour.

b) Lashing/unlashing services and cargo securing on Line demand.

2.13. Other Services (www.tdt.it)

Terminal Operator offers to its Customers a web-site, www.tdt.it. Once logged in this site, the Customers have in "real time" information on the vessels working or scheduled to arrive at TDT, and more detailed customs and operations related information about their containers.

It's possible to print the load/discharge list and others info directly in your premises.

In order to use the website the Customers must click on "Register" and insert the requested information. They will receive an email advising that the Administrator is reviewing the application. Terminal Darsena Toscana reserves the right to accept or not the requests that are received for registration.

Once the request for registration has been approved the client will receive an email confirming access to the web site. To access the site, click on "Log In" and insert User Name and Password.

TDT offers to its Customer an application "Truck Info TDT" (download from the stores Android and IPhone), very useful for the Truckers. By this application they can notify the possible damages during the delivery, receive some info regarding the container readiness (for example: Coparn or Coreor received at the Terminal or not) and others communications related to the Terminal activity and others.

3. Ship Operations

3.1. Non-Standard Containers Handling and Storage

For Non Standard Containers (container whose cargo height and/or length and/or width or damaged container structure), requires special attachment to the spreader, i.e. chains, slings, etc. to handle, following specific services are provided:

   a) Yard space, facilities, equipment, skilled labour, lashing devices, in accordance with regulations as specified by the local competent authority

   b) OOG dimensional measures and reporting on User Demand

3.2. Preliminary Ship information

Pls send info to:
shipplanners@tdt.it
assistenteoperativo@tdt.it

In order to ensure an efficient planning of the operations of the Terminal Operator, Line shall provide all relevant technical details, including a complete General Arrangement Plan with minimum information of "Bay, Row, Tier of each Ship well in advance of the first call of such Ship at the Container Terminal in addition to the specified information below.

SHIP INFORMATION	DIMENSIONS	CAPACITY
a) Ship's name	a) L.O.A	a) Max. Container Cap (teus)
b) Owner	b) Breadth Moulded	b) Max. Container Cap (feus)
c) Nationality	c) Depth Moulded	c) Reefer Sockets
d) Port of registry	d) Max. Height Above Keel	d) Haz. Cargo Hold (bay):
e) Official N°	e) Upper Deck Line Above Keel	e) Max. 20' on deck
f) Classification society	f) Load Line Draft	f) Max. 40' on deck
g) Type of Ship	g) Top Fresh	g) Max. 20' under deck
h) Call Sign	h) Fresh	h) Max. 40' under deck
i) IMO id n° (L.R. n°)	i) Tropical	i) Max. 40' HC under deck
j) Satellite Tel/fax	j) Summer	l) Container stack weight
k) @mail	k) Winter	- On deck 20' – 40'
	l) International G.R.T.	- Under deck 20' – 40'
	m) International N.R.T.	- Max 45 on Deck at Bays
	n) Bow Thrusters	- AT Bays
		m) Hatch Cover Stack Weights
		n) Stack Weights Hold

3.3. Ship Information for each Voyage

Pls send info to:
shipplanners@tdt.it
DocVslSPV@tdt.it
assistenteoperativo@tdt.it
edi@tdt.it (for EDI Messages only)

In order to ensure an efficient planning of the operations of the Terminal Operator, User shall inform in writing via @mail or via EDI, the Terminal Operator schedule and planning information of Ships as follows:

Scheduling Information
Pls send info to:
shipplanners@tdt.it
assistenteoperativo@tdt.it

Long- Term (monthly):

a) Service/Line/owner name
b) Container Ship's name
c) Voyages code
d) Port Rotation
e) Day of call

Weekly (7 days in advance):

a) Service/Line/owner name
b) Container Ship name
c) Voyage code
d) Day of call
e) ETA (Expected time of arrival)
f) Pre carrier Ship name and voyage number
g) On carrier Ship name and voyage number
h) Containers/teus quantities to be loaded, discharged and restowed

The User is responsible towards Terminal Operator for co-loaders timely submission of respective Cargo forecasts

At least 48 hr working before Ship's arrival

Import and export stowage plan intended for the specific call on a bay, row and tier basis containing:

a) Container type, standard, non standard type, Reefer or Hazardous
b) Special Cargo remarks
c) Restows

Variations deriving from activities carried out in Mediterranean Ports to be communicated as soon as practical, no lather than 24 hours.

Planning Information 36 hours in advance
Pls send info to:
shipplanners@tdt.it
assistenteoperativo@tdt.it

At the latest 36 hours before Ship's arrival

    a)   ETA (Expected time of arrival) confirmation
    b)   Moves Update on the expected Amount of containers for Discharging/Loading , Hazardous containers, Reefer Containers, OOG , Uncontainerized Cargo, shiftings and restows
    c)   Ship Draft expected on arrival

Load Information - Loading List

Pls send info to:
shipplanners@tdt.it
DocVslSPV@tdt.it
assistenteoperativo@tdt.it

Information shall be sent (via EDI or e-mail) to competent office, at least 36 hrs before Ship's arrival. It should contain:

    a)   ID number and type of Container
    b)   Line booking number
    c)   size, type and weight and VGM qualifier
    d)   Final Port of discharge
    e)   Port of Transhipment, if any
    f)   In case of Hazardous Container: IMO class, UN number
    g)
    h)   In case of Reefer or insulated Containers: temperature, ventilation, humidity. settings, for Reefers Containers to be connected to the Reefer plug.
    i)   For Uncontainerized Cargo all relevant information to allow the terminal to safely handling such cargo

All Containers declared for loading should be compliant with all legal and customs obligations required by the local competent authority.
The loading list shall be provided by the Line no later than 36 hours before Ship's arrival, whereas amendments will be accepted until 12 hours prior.
Should there be Containers for which no compliance by the competent authority is available, or compliance is incomplete the Line shall advise the Terminal Operator of this status, whereby such Containers will not be planned for loading, pending final instructions from the Line.
If no such instructions are received from the Line, then they shall not be loaded on board the nominated Ship, at the sole risk and responsibility of the Line.

In recognition of IMO-SOLAS amendment chapter VI dated 21.11.2014 effective July 1st 2016, the Terminal Operator will only proceed to load Containers that are finally provided with VGM qualifier.

Planning Information 24 hours in advance

Pls send info to:
shipplanners@tdt.it
DocVslSPV@tdt.it
assistenteoperativo@tdt.it

At the latest 24 hours before Ship's arrival

At least 24 hours before Ship's arrival, or 24 hours before start of weekend for Ships arriving on Saturdays, Sundays or holidays:

- Information update
  - a) ETA (Expected time of arrival) if changed
  - b) Amount of containers for Discharging/Loading , Hazardous containers, Reefer Containers, OOG, Uncontainerized Cargo, shiftings and restows
  - c) Vessel Draft expected on arrival and departure
  - d) Security information (see paragraph 9 ISPS requirements and Safety procedures, Terminal Area admittance)

- Import bayplan on a bay, row and tier basis (Baplie, EDI messages), complete with all the vital details regarding containers on board. The following is an indication of minimum information required:

a) Position on board of each single container (bay, row and tier)
b) Container ID number, type, size and Weight of Container and VGM qualifier
c) Discharge port, with clear indication of container that shall be discharged by the Terminal operator, both for import and transhipment box
d) Indication of containers to be shifted on board or restowed (a list of container to be shifted or restowed is also required)
e) In case of Hazardous Container: IMO class, UN number
f) In case of Reefer or insulated Containers: temperature, ventilation, humidity, settings, for reefers or insulated Containers to be connected to the Reefer plug.
g) For OOG Container clear indication of over width/over length/over height
h) For Uncontainerized Cargo all relevant information to allow the terminal to safely handling such cargo

- Updated Export stowage plan intended for the specific call on a bay, row and tier basis complete with all the information needed by the Terminal Operator to prepare the Ship loading plan.

a) Stow Position on board where to stow the cargo to be loaded complete with POD and weight class indication
b) Stow Position for containers to be shifted or restowed
c) Stow Position of Hazardous containers with full respect of the segregation rules
d) Stow Position for Reefer containers
e) Stow Position for OOG containers

Special Loading Requirements
Pls send info to:
ufficiodocumentazionevessel@tdt.it
edi@tdt.it (for EDI Messages only)

Special remarks such as late arrival, under deck stowage, on deck stowage, far away from hot/cold, under sea level, protected stowage etc., shall be sent 24 hours prior

Ship' arrival / before the Container enters the Terminal to the Ship Documentation Office.
The message shall be sent by Lines and must contain Line booking number, ID number, Ship, POD, weight.

In case of discrepancies between orders sent by the Line department and their agency, the instructions sent by the Line shall prevail.

Resources Planning
Pls send info to:
assistenteoperativo@tdt.it

The Terminal Operator, in order to define the Ship working program, shall receive the following information:

- ETA (Expected time of arrival)
- Loading/discharge/transhipment moves

In case of delay of Vessel arrival the Terminal Operator could apply as provided in Appendix II (rates)
"Idle Time for Labour on Stand-by".

The berthing and unberthing time is granted to the Ships only for the time required to perform loading and discharging operation. Any time that the Ship wishes to remain alongside, will not be accepted unless previously and specifically agreed with The Terminal Operator.
The Terminal Operator reserves the right to ensure that the Ship vacates the berth at Ship's expenses after completion of loading and discharging operations.

Discharge Information - Discharge List
Pls send info to:
ufficiodocumentazionevessel@tdt.it
edi@tdt.it (for EDI Messages only)
docvslspv@tdt.it

Information shall be sent (by EDI or e-mail) to Documentation (Ship Documentation), at least 24 hrs before Ship's arrival or 24 hrs before weekend or holidays.
It should contain:

a) Pre carrier Container Ship name and voyage number
b) On carrier Container Ship name and voyage number
c) ID number and type, size and Weight of Container and VGM qualifier
d) Final destination and Port of Destination.
e) Means of transport and/or delivery (truck, rail, feeder)
f) In case of Hazardous Container: IMO class, UN number
g) In case of Reefer or insulated Containers: temperature, ventilation, humidity. settings, for reefers or insulated Containers to be connected to the Reefer plug.
h) For Uncontainerized Cargo all relevant information to allow the terminal to safely handling such cargo

Transhipment Connection
Pls send info to:
ufficiodocumentazionevessel@tdt.it
docvslspv@tdt.it

Transhipment Containers shall be discharged at least 24 hours before arrival of connecting Ship, unless otherwise agreed by Terminal Operator.

At the latest 12 hours before Ship's arrival.

If the time and distance from a previous port is less than 24 hours, the Line shall provide the final information (see paragraph Planning Information 24 hours in advance) no later than 12 hours prior to the scheduled arrival of a Ship. Any consequences for changes in the agreed Ship working programme shall be for the account of the Line.

3.4. Idle Time

Idle Time shall be considered on the account of the Line as follows:
a) Ship's arrival after commencement of ordered shifts/agreed start operation's time
b) Any incident beyond the control of the Terminal Operator on board the Line's Ship hindering operations.
c) Waiting for Cargo and orders

3.5. Late Arrivals

3.5.1 Late Arrival by Ship

The Terminal Operator may accept late arrivals already present on the final loading information (see paragraph Load Information - Loading List) sent by Line, provided that:

a) Containers maximum 6 hrs prior to the commencement of the on carriage ships operations.
b) Containers are customs cleared within time frame specified in paragraph 0 Attachment 1
c) Start Operation and Gangs Calling
d) Specific stowage instructions are provided by Line that do not delay the agreed Ship working programme
e) Late containers do not exceed 1% of total number of containers planned for loading

The Terminal Operator may accept late arrivals not present on the final loading information provided by Line to connecting Ship already under operations, on case by case basis, provided that:

a) Containers are customs cleared maximum 1 hr after connection acceptance
b) Specific stowage instructions are provided by Line and do not delay the agreed Ship working programme

Furthermore, Line is responsible for sending final changes to Load Information to the Terminal Operator, latest 12 hours before Ship's arrival. All Containers declared for loading should be compliant with all legal and customs aspects required by the local competent authority.

3.5.2 Late arrivals via Road or Rail

The Terminal Operator may accept late arrivals already declared on the final loading information (see paragraph Load Information - Loading List) on a case by case basis, provided this does not interfere with the agreed Ship working programme, and may upon the Line's specific request, receive Containers bound to the nominated Ship beyond the agreed closing times, provided that:

a) Containers are scheduled to arrive no later than 6 hours prior Ship arrival
b) Late containers do not exceed 1% of total number of containers planned
c) Containers are customs cleared and ready for loading within the above mentioned deadline
d) Line request contains all data needed to enable receiving of the container into the Container Terminal
e) Specific Stowage instructions are provided by Line and do not delay the agreed Ship working programme.
f) Adherence to all procedures listed in Receipt and Delivery/acceptance of export Containers''

3.6. Customs Clearance

Export Containers must be customs cleared and load ready in accordance with the Closing Time (see Attachment 1
Start Operation). Terminal Operator is not responsible for the short shipment of Containers that are not customs cleared (defined as being the time reported that the local competent authority releases the container for export). The Line acknowledges and accepts that Terminal Operator cannot load containers and cargo without this clearance as provided by applicable law and regulations. The Customer Forwarder must utilize TPCS /Tuscan Port Community System in order to clear the containers and permit the load on board.

3.7. Loading EMPTY Containers

Pls send info to:
empty@tdt.it
ufficiodocumentazionevessel@tdt.it
docvslspv@tdt.it

In principle, empty Containers may not be stored at the Container Terminal, except those empty Containers unloaded from and awaiting loading into Line's Ships.
Empty containers are stacked in the terminal in block stowage by size and type only.
Empties are always loaded/released by size and type and not by ID number (e.g. the first available unit of the relevant type should be picked up).

If a particular selection of empty containers is required (i.e. equipment off-hired, for sale, damaged, heavy payload, cold treatment, special pre-fix, etc.), such request shall be sent to the competent office five working days in advance specifying the requirements.
Shifting in the yard, needed in order to accomplish with the request, will be charged to the Line.

When Containers are required to be transferred from separate stacks of segregation, requiring transport / carriage by The Terminal Operator, such requests shall be submitted two working days prior Ship's arrival.

4. Receipt and Delivery

4.1. General Information

User shall provide to Terminal Operator, by EDI message, one working day's notice prior to delivering export Containers, Non-Standard Containers or Uncontainerized Cargo to (stating booking reference and/or Container number, name of Ship, destination and all other vital details) and withdrawing import Containers Non-Standard Containers or Uncontainerized Cargo from the Container Terminal, with indication of expected truck arrival time.

4.2. Export Receival Time

Pls send info to:
docgate@tdt.it
docdoganale@tdt.it

Admission of Export Containers is based on the enclosed table advising shows the closing dates and time for the acceptance of Containers. This may be amended from time to time at the sole discretion of the Terminal Operator upon request from the Line.

4.3. Receiving and Delivery Pre Notice

Pls send info to:
docgate@tdt.it
edi@tdt.it (for EDI Messages only)
ufficiodocumentazionevessel@tdt.it
docvslspv@tdt.it

For Import and Export Container, the User shall provide the Terminal with an EDI message at least 24 hours before container arrival all these info:

a) Pre carrier Ship (for Import Container)
b) On carrier Ship (for Export Container)
c) Booking number
d) POD (Port of Destination)
e) Container general data (size, type, weight and only for export containers VGM qualifier (if available). Line is responsible for correctness and accuracy of information. Containers for which pre-acceptance booking information is missing will be not be accepted into the terminal until such time as the information is corrected / provided.

4.4. Pre Notice Hazardous Containers

Pls send info to:
docgate@tdt.it

The entrance and the exit of hazardous goods containers into/out of the terminal must be authorised beforehand both by the Port Authority (for the stay), and by the Harbour Master (for the loading/unloading).

Line's request for the acceptance or delivery of Hazardous Containers shall be sent to Documentation, at least 24 hours before container's expected arrival or withdrawal.
The message must include all relevant information:

a) Container number, Line booking number IMO class, UN number, Flash point, Weight
b) Pre carrier Ship name and voyage number
c) Port of discharge
d) On carrier Ship name and voyage number
e) Delivery mode and time

Each booking is allocated an acceptance document by local competent authority (that may also specify a date of entrance), to enable the Container to enter the Terminal.

For transport by rail, the acceptance document must be communicated together with the train relevant information (i.e. train number, departure station, arrival station, ETA, Please note Containers will not be received into the terminal where an acceptance document is missing/incorrect, until such time as the information is corrected/provided. The Terminal Operator shall not be held liable for claims, errors and omissions.
Cut off time is 24 hrs before Ship's arrival.

For Import and Transhipment Containers Terminal Operator may need the "Dangerous Cargo Declaration" and/or the "Special IMO Cargo List" as soon as available by the Line's Agency.

4.5. Pre Notice Reefer Containers

Pls send info to:
doctrm@tdt.it
docgate@tdt.it
edi@tdt.it (for EDI Messages only)

For Reefer Container, the User shall issue booking/delivery order to Terminal Operator via EDI to the competent office stating the following compulsory information at least 24 hours before Container delivery or withdrawal.

For Each Reefer Container a Cooling Order shall be sent directly to the competent office 24 hours before Container's arrival at Terminal and not later than 17.00 hrs, the day prior to the expected receipt at the terminal or delivery from the terminal

The Cooling Order shall contain:

a) Line Booking number
b) Container ID number
c) Size and type of Container
d) Characteristics of the Cargo
e) Set temperature and range (Min/Max)
f) Ventilation and humidity setting (if required)
g) On carrier Ship and voyage
h) Receiving/delivery mode
i) Port of discharge

If the above is not respected container will not be accepted or delivered User is responsible for correctness and accuracy of information. Terminal Operator shall not be held responsible for incorrect information.

Please note Containers for which pre-acceptance booking information is missing will be not be accepted into the terminal until such time as the information is corrected / provided.

For Export Reefer Containers, "cut off" time is 24 hrs before Ship's arrival.

4.6. Pre Notice Uncontainerized/Break Bulk Cargo

Pls send info to:
documentazionegeneralcargo@tdt.it
customer.service@tdt.it

Lines shall agree the date of receiving/delivery with the competent office. At least 24hrs before agreed date of receiving/delivery the Lines shall send a pre-notice via e-mail, with specific containing:

a) ID or TDTY number provided by terminal (i.e. TDTY XXXX)
b) Relevant identification codes (i.e. marks, labels, numbers, etc.
c) Time of arrival
d) See also paragraph 6.3 Uncontainerized Cargo for quotation procedure

In case of a variation on the operations originally agreed and quoted, a complete re-evaluation process by the competent office shall be required.

Cut off time is 24 hrs before Ship's arrival.

4.7. Delivery Order

Pls send info to:
docgate@tdt.it
docdoganale@tdt.it
edi@tdt.it (for EDI Messages only)

This document shall be delivered (by EDI Coreor) to the competent office. At the same time, or immediately after the Terminal Operator send this info to the TPCS (Tuscan Port Community System), platform that digitalizes and simplifies the informatics flows of import used by Customer Forwarder in order to deliver the container. Note that if this above process is not provided, the trucker cannot enter Terminal area.

Delivery Order should contain:

a) Name of Pre carrier Ship.
b) Discharging date.
c) Number of Bill Of Lading (not compulsory).
d) Customs forwarder.
e) Container(s) ID (or Break Bulk ID Code).
f) Delivery Order expiring date.
g) In case of hand delivery date and signature of Line agency representative.

4.8. Receiving and Delivery by Truck (Gate in – Gate Out)

Pls send info to:
docgate@tdt.it

4.8.1 Container Receving

On arrival at the Container Terminal, the trucker shall print one copy of the Equipment Interchange Receipt (EIR) to the KIOSKS present into parking (in this case the driver haven't to get out of the truck, he can scanner his QR code by KIOSK and print the Interchange) or if he prefer, can made the same procedure in the competent office.

Container for which the pre-acceptance booking information has not been submitted by the Line, will not be accepted into the Container Terminal until such time as the information is corrected / provided.

If a VGM has not been submitted by the Line by the time that the truck first report its arrival at gate-in and the trucker has no evidence of a weight certificate, the Container cannot accepted in Terminal.

The Terminal Operator will only accept Containers and Cargo for one export sailing. We can accept cargo for the 2nd vessel of the same Liner Service upon payment a fee per unit.

If Containers entering the gate do not comply with standard requirements (including but not limited to an expired CSC plate, missing ACEP, incorrect seals and / or labels, leakage or overweight), the Terminal Operator personnel shall inform the Line.

Such Containers shall be isolated at the sole risk and expense of the Line and not handled until such time as the requirements are corrected.

4.8.2 Container Delivery by Truck

Pls send info to:
rail.planning@tdt.it
edi@tdt.it (for EDI Messages only)

For import Container withdrawal:
   a) a valid delivery order has to be issued with COREOR EDI format
   b) the Container must be custom cleared

On arrival at the Container Terminal, the trucker shall print one copy of the Equipment Interchange Receipt (EIR) to the KIOSK present into competent office and in the parking. The trucker must scan the DVRC by Totem in order to print the EIR.

A limited number of Containers may be agreed for urgent import delivery during Ship operations provided that all import procedures have been complied with.

4.8.3 Container Delivery by Rail

Yearly Forecast
Each MTO (Multi Transport Operator, intended as the subject that organizes the container transportation by train) shall send a yearly forecast concerning trains expected to arrive/departure from terminal to the competent office. Forecast should contain:
   a)   Train Voyage code

b) Days and time of arrival/departure
c) Expected number of wagons
d) Destination from/to

This program as well as any variation shall be agreed with Terminal Operator.

Weekly Forecast
Each MTO shall confirm the weekly program giving indication of trains eventually cancelled.
If there is any additional train (i.e. train not programmed in the yearly forecast), such train has to be agreed with Terminal Operator.

Daily Program
Forecast to be up-dated on daily basis for trains which are expected to arrive the day after.

Export Information
Before a train's departure from an Inland Terminal, MTO shall send a detailed message (the content to be mutually agreed beforehand) concerning train composition.
The following is an indication of the minimum info required:
a) Train departure station
b) Train Composition: wagons ID, matching Container ID/Wagon
c) Container ID number, Weight, Size and type
d) In case of Hazardous Container, Harbour Master' acceptance number is needed
e) Loading Ship
f) User Booking number
g) Port of discharge
h) User operator

Import Information
MTO shall send a loading order 48 hrs in advance. Loading order should contain:
a) ID number of Containers to be loaded onto wagons
b) Discharging Ship
c) Train destination
d) Place of delivery
e) User/operator

A copy of train loading report will be sent to MTO, as soon as wagons are loaded.
Any change has to be communicated to Rail Planning Office by e-mail in due time.

5. Seal Inspection and Reporting

5.1. Container Seals

User shall affix the seal on the door on the right side.

Seal Numbers

User shall at all times provide the Terminal Operator with all details, against which the Terminal Operator shall verify same (Gate export ops).

Inspection and Reporting

Receival: Presence, integrity and seal number are inspected. Details are provided in the Gate in and Gate report sent to the Line by the Terminal operator via EDI (CODECO).

Discharging: Presence of the seal and confirmed in the Discharge report sent to the Line by the Terminal Operator via EDI (COARRI)

Missing / Replacement Seals

The Terminal Operator during the inspection process carried out at the Terminal's, shall replace the seal if notes that it's missing/broken. The Terminal Operator shall inform the User with the details of the revised seal.

Additional Services

Additional services may be performed as agreed from time to time between the User and the Terminal Operator.

6. Special Containers and Other Services

6.1. Hazardous Cargo

Pls send info to:
ufficiodocumentazionevessel@tdt.it
docgate@tdt.it

Containers must bear on all 4 external sides the relevant labels indicating the correct IMO class of the Container. This must be reconciled with all pre-registration of booking information and documentation accompanying the container. In case of absence, the labels shall be affixed by the User. The relevant costs shall be charged on the Line's account or Customer Forwarder. (The labels must be provided by Customer Forwarder or Line)
The entrance/exit, as well as the loading/discharging of dangerous goods must be carried out in compliance with the provisions of the decrees issued by the Port Authority and the Coast Guard.
Harbour Master's authorisation is needed to handle containers from/to Ship.

6.2. Reefer Container Additional Services

Pls send info to:
doctrm@tdt.it

The services here below can be provided only after confirmation from the competent Office.
In any case a request, inclusive of all the relevant details and information, has to be sent via @-mail at least one working day preceding the required service.

Terminal Operator if requested by the User can transfer the containers in restricted area in order to permit (User technician) the following services:

    a)   Data Download
    b)   Coordination for Reefer Container Repairs

    Terminal Operator will charge the costs as per Standard Tariff.

6.3. Uncontainerized Cargo

Pls send info to:
docgeneralcargo@tdt.it
customer.service@tdt.it

All requests regarding Uncontainerized Cargo shall be sent to the General Cargo Office by e-mail. Request shall contain:

- a) Detailed technical description of Cargo and possible packing.
- b) Sketches of Cargo and associated parts, also indicating lashing and lifting points.
- c) Exact gross weight of the pieces and dimensions
- d) Loading/Discharging (on flat rack, platform, open top or else), lifting and lashing instruction.
- e) Receiving/delivering instruction, date in which operations shall take place
- f) Name of pre and on carriage Ship.

The competent office (Customer Service) will confirm the request and quote costs for the operation.

The User shall confirm its' acceptance in writing and confirm the expected entrance date with the Competent Office and shall quote on all communications/documentation a unique ID/Reference Number assigned by the Terminal Operator. All communications following the acceptance of Cargo shall be sent either to General Cargo Office.

All operations concerning the receiving/delivery to/from the Container Terminal of the Cargo and its loading/discharge onto the Ship will be supervised by Terminal Operator personnel; actual time required for the loading/discharging and receiving/delivery operations will be validated by Terminal Operator personnel; a representative from the Ship or a Surveyor are invited to attend if so required by the User.

Operation details and communications related to Shipment should also be sent to Documentation and Ship planning office.

6.4. Empty Container Management

Pls send info to:
empty@tdt.it

In principle, empty Containers may not be stored at the Container Terminal, except those empty Containers unloaded from and awaiting loading into Line's Ships or on train.
Empty containers are stacked in the terminal in block stowage, separated by size and type only. TDT reserves the right to limit the access of to-be-loaded empties in excess of the free stock.

Any specific segregation requirement by the Line must be communicated and agreed with the Terminal Operator before the arrival in terminal of the unloading Ship or prior container's Receiving and Delivery.

For any particular segregation in the yard (i.e. equipment off-hired, for sale, damaged, heavy payload, cold treatment, special pre-fix, leased containers, etc.) a request shall be sent to the competent office specifying the requirements.

User acknowledges and accepts that empty Containers are delivered on random basis. In case a specific criterion of any kind is required, Line shall provide a minimum notice period of five (5) working days to the Terminal Operator.

6.5. Transportation Empty Ctrs between Terminal/Inland Terminal

(Not applicable)

6.6. Inspections of Full Containers

Pls send info to:
doctrm@tdt.it

Line's agent, Customer Forwarder, shall send the inspection request filling the form by TPCS (Tuscan Port Community System) specifying if the Container is ordinary Hazardous or fumigated not later than 17.00 hrs the day preceding the required Container inspection. TPCS sent this request to TDT System.
The User shall declare whether or not the opening of the container may pose to any particular risk. This should be included in the request form document.

Whether any risk exists, the opening of the container can be made only after prior control by the port chemist and in compliance with any requirements specified therein.

When opening any Container the USER shall provide all relevant documentation demonstrating that all the custom formalities have been performed.

Please note that inspection requests for export containers shall render such containers as not being available for loading until such time as they are cleared for loading by the local competent authority.

6.7. Inspection Empty Container

Pls send info to:
doctrm@tdt.it

The provision of inspection of empty containers shall be made by mutual agreement between The Terminal Operator and the User and is subject to agreement on specific requirements.

6.8. X-Ray Scanning

Pls send info to:
doctrm@tdt.it
The Line User shall send the inspection request filling the form by TPCS (Tuscan Port Community System) no later than 17.00 hrs the day preceding the required service.

6.9. Weighing

Pls send info to:
doctrm@tdt.it

The User or Cargo shall send a specific request by TPCS no later than 17.00 hrs. the day prior the required service.

6.9.1 Weighing at Gate In

Weighing service will be provided at Gate in via truck (Receving) only if the weighing request has been submitted as per above timing and the Container has not yet arrived at Gate In.

In case the request is received late (after 17.00 hrs. previous day) and/or the Container has already entered into the Container Container Terminal the weighing service will be provided as per paragraph 6.9.2 below.

6.9.2 Weighing at Yard

Once the Container has entered into the Container Terminal and has been stacked into the yard, the weighing service is provided upon specific request sent by TPCS no later than 17.00 hrs the day prior the required service.

6.10. Labelling, Re-sealing Requests

Pls send info to:
doctrm@tdt.it

The User shall send a specific request by mail direct to the competent office, no later than 17.00 hrs. the day prior the required service.

6.11. Mounting/Dismounting of Bundles or Mafi Bundles

Pls send info to:
assistenteoperativo@tdt.it
empty@tdt.it
customer.service@tdt.it

The services here below can be provided only after confirmation from the competent office.
The Line shall send a specific request by mail. The pick-up will be made in agreement with the Terminal Operator as to date and time.

6.12. Personnel Assistance for Survey

Pls send info to:
doctrm@tdt.it

The services here below can be provided only after confirmation from the competent office.
The Line shall send a specific request no later than 11.00 hrs the day preceding the required service.

6.13. OOG Container Measuring

Pls send info to:
docgeneralcargo@tdt.it
customer.service@tdt.it

The services here below can be provided only after confirmation from the competent office.
The Line shall send a specific request no later than 17.00 hrs the day preceding the required service.

6.14. Stuffing and Stripping

Pls send info to:
docgeneralcargo@tdt.it
customer.service@tdt.it
doctrm@tdt.it

The services here below can be provided only after confirmation from the competent office.

The Terminal operator may request to inspect the container to evaluate the operation feasibility. The User shall request the inspection via @-mail, following the inspection procedure.

Once opening container is completed, Terminal Operator will revert to User with the eventual operation feasibility and relative economic quotation.

After Line confirm in writing via @-mail the acceptance of such quotation, he will agree with Terminal Operator a suitable time frame to carry out the Stuff/Strip operation.
When opening any Container the USER shall provide all relevant documentation demonstrating that all the custom formalities have been performed.

When operation is completed, Terminal Operator will send a confirmation notice.

7. EDI Messages

Pls send info to:
edi@tdt.it

All EDI message standards shall be in compliance with UN/EDIFACT-EDI standard messages that may be found at www.smdg.org
It's mandatory send the following messages from the Line to the TDT:

1. Loading List (Coprar)
2. Discharge List (Coprar)
3. Pre notice Arrival (Truck information or Combination of container wagon train arriving, by COPARN)
4. Baplie
5. Movins
6. Coreor

Messages from TDT to the Line

1. Loading / discharging report (Coarri)
2. Gate in / out report (Codeco)

Each EDI message shall include the minimum data elements as described elsewhere in this Appendix III.

Detailed information regarding UN/EDIFACT – EDI messages are provided in attachment 4 EDI Messages exchange.

8. Damage and Claims

8.1. Damage Communication

Pls send info to:
claims@tdt.it

Any alleged damage must be notified to the competent department as soon as possible in order to be able to check and verify immediately.
Damages on goods or containers noted during discharging operations are immediately notified by TDT by means of the "Container Interchange Receipt and Damage Report" which must be countersigned by the Ship's Command.
The User must use the application "Truck Info TDT" (downloadable from the stores Android and IPhone) in order to notify the damage during the delivery.
The TDT shall not be deemed responsible for any damage ascertained or notified after the gate out of the container.

8.2. Claim Communication

Pls send info to:
customer.service@tdt.it

Any claim, operative and/or administrative shall be sent to the Customer Service Office by e-mail. Terminal Operator does not guarantee an answer if the claim/objection is sent or communicated to other offices.

9. ISPS requirements and Safety procedures, Terminal Area admittance

9.1. Security

The Port Facility applies a Port Facility Security Plan approved by the Designated Authority in accordance with the ISPS Code and according to the criteria applied under the National Program for Maritime Security.

The Port Facility Security Plan contains, as required by international regulations, all instructions aimed at:

a) Determine in which cases a Document of Security (DoS) has to be issued
b) Access Control
c) Monitoring of the port facility
d) Restricted Areas
e) Handling of cargo
f) Ship's Stores
g) Security's Communications

Details of Port Facility Security Officer and his Deputy are available on the Directory.
The competent office (PFSO) will provide the operational information and procedures related to the items listed above, and will update the information when needed.

9.2. Safety

The Terminal Operator at all times renders service in full compliance of all statutory legislation in respect of safety and health at work

In this context Terminal Operator and the Line, its agent and sub-contractors, shall cooperate to maintain high security standards, exchange of all vital information concerning the risk assessments, preventive measures and emergency management.

For this purpose, for each Ship operated in the Container Terminal, the Terminal Operator shall provide to the Ship's command a document known as "General recommendations and safety rules" which contains:

a) Risks present in the Container Terminal to which the crew member may be exposed

b) Obligations and prohibitions that crew members are required to comply with

c) Check list, known as the "Master Declaration", in which the Ship's command is required to give information of all risks existing on board of the Ship, to which personnel of the Terminal Operator may be exposed whilst working on board.

For any risk not reported by the Ship, the Terminal Operator may be liable to suspend operations and services at the sole risk and expense of the Line, for the purpose of a further risk analysis assessment.

Any such risk analysis assessment shall be performed by the Terminal Operator and Ship command, who shall determine and implement the most appropriate measures to eliminate or to reduce such risks.

10. Summary of Data Interchange Requirements

9.3. Documents to be issued by Line or Terminal Operator

List of information to be issued by the Terminal Operator and the User in order to ensure efficient Terminal Operation and dispatch of Containership as outlined in the clauses of the Terminal Contract:

DOCUMENTS / INFORMATION	ISSUED BY	
	User	TDT
Containers' Receipt		
Receiving order (•) (by EDIFACT message to TDT)	x	
Loading lists (•) (by EDIFACT message to TDT)	x	
Shipping order/Customs documents telematic transmission via E-Port	x	
VGM via EDIFACT message (Coparn/Coprar)	x	
Documentation for Containers:		
Hazardous/reefer/specials, etc.	x	
Interchange Receipts (on the User's request)		x
Daily report on discharged containers (•)		x
Containers' Delivery		
Withdrawing notice		

Document / Information	Line	TDT
Telematic transmission via E-Port	x	
Customs Documentation	x	
Delivery Order	x	
Gate Pass/interchange		x
Vessels' Loading Operations		
Vessels' first ETA (as per M.A. rule nr. 32/2001)	x	
Final ETA Notice (as per M.A. rule nr. 32/2001)	x	
Estimated Stowage Plan	x	
Final Stowage Plan		x
Report on loaded containers (Coarri)		x
DOCUMENTS / INFORMATION	**ISSUED BY**	
	Line	**TDT**
Vessels' Discharging Operations		
Vessels' first ETA (as per M.A. rule nr. 32/2001)	x	
Final ETA notice (as per M.A. rule nr. 32/2001)	x	
Baplie	x	
Vessels' Discharge Plan including Manifest		
for dangerous cargo/reefer/oversize/special containers, etc.	x	
Discharging List via EDIFACT message Coprar	x	
Discharging List data processing as:		
- Import Customs Manifest Declaration (made by Custom Broker) (**)	x	
- Delivery Order print-out (made by the User)	x	
Particular container data also indicating:		
Weight, size, height and transportation mode (t/s, rail, truck), etc.	x	
Report on offloaded containers (•)		x
Damage Report		x
Discharge Report		x

(*) = on request
(**) = to be submitted in accordance with Customs laws and provisions
(•) = telematic transmission in EDIFACT format

With the full functioning of the EC regulation 648/2005 (security amendment to the Community Customs Code), the transmission of the departure manifest (MMP) must be supplied before the closing time.

List of information to be issued by the Terminal Operator and the Line in order to ensure efficient Terminal Operation and dispatch of Ship as outlined in the clauses of the Terminal Contract:

11. EDI messages exchange

Contractual

SHIPPLANNING		
Name	Function	Version
Baplie	Bayplan	2.2
Movins	Stowage instructions	1.5-2.0
CONTAINER MESSAGES		
Name	Function	Version
Codeco	Gate in/out report	1.6
Coreor	Release order	1.2-1.4
Coarri	Load/discharge report	1.6
Coprar	Load/discharge order	1.6
Coparn	Pre arrival notification (booking)	1.6

Non-Contractual

VARIOUS		
Name	Function	Version
TPFREP	Performance report	2.0-3.0

Attachment 1
Start Operation and Gangs Calling Requirement

Start Vsl Operations	Shift	ETA/Loading/Dischage bay plan (48h before vsl berth)	Confirm ETA and Start Operations (36h before vsl berth)	Loading/Dischage List readiness (24h before vsl berth)	Gate Acceptance	Custom Cleared
MONDAY	01:30 - 07:30 0	up to SAT 01:30	up to SAT 13:30	up to SUN 01:30	up to 12:00 of SAT	up to 13:00 of SAT
MONDAY	07:30 - 13:30 I	up to SAT 07:30	up to SAT 19:30	up to SUN 07:30	up to 12:00 of SAT	up to 13:00 of SAT
MONDAY	13:30 - 19:30 II	up to SAT 13:30	up to SAT 01:30	up to SUN 13:30	up to 12:00 of SAT	up to 13:00 of SAT
MONDAY	19:30 - 01:30 III	up to SAT 19:30	up to SUN 07:30	up to SUN 19:30	up to 10:00 of MON	up to 11:00 of MON
TUESDAY	01:30 - 07:30 0	up to SUN 01:30	up to SUN 13:30	up to MON 01:30	up to 14:00 of MON	up to 15:00 of MON
TUESDAY	07:30 - 13:30 I	up to SUN 07:30	up to SUN 19:30	up to MON 07:30	up to 15:00 of MON	up to 16:00 of MON
TUESDAY	13:30 - 19:30 II	up to SUN 13:30	up to SUN 01:30	up to MON 13:30	up to 15:00 of MON	up to 16:00 of MON
TUESDAY	19:30 - 01:30 III	up to SUN 19:30	up to MON 07:30	up to MON 19:30	up to 10:00 of TUE	up to 11:00 of TUE
WEDNESDAY	01:30 - 07:30 0	up to MON 01:30	up to MON 13:30	up to TUE 01:30	up to 14:00 of TUE	up to 15:00 of TUE
WEDNESDAY	07:30 - 13:30 I	up to MON 07:30	up to MON 19:30	up to TUE 07:30	up to 15:00 of TUE	up to 16:00 of TUE
WEDNESDAY	13:30 - 19:30 II	up to MON 13:30	up to MON 01:30	up to TUE 13:30	up to 15:00 of TUE	up to 16:00 of TUE
WEDNESDAY	19:30 - 01:30 III	up to MON 19:30	up to TUE 07:30	up to TUE 19:30	up to 10:00 of WED	up to 11:00 of WED
THURSDAY	01:30 - 07:30 0	up to TUE 01:30	up to TUE 13:30	up to WED 01:30	up to 14:00 of WED	up to 15:00 of WED
THURSDAY	07:30 - 13:30 I	up to TUE 07:30	up to TUE 19:30	up to WED 07:30	up to 15:00 of WED	up to 16:00 of WED
THURSDAY	13:30 - 19:30 II	up to TUE 13:30	up to TUE 01:30	up to WED 13:30	up to 15:00 of WED	up to 16:00 of WED
THURSDAY	19:30 - 01:30 III	up to TUE 19:30	up to WED 07:30	up to WED 19:30	up to 10:00 of THU	up to 11:00 of THU
FRIDAY	01:30 - 07:30 0	up to WED 01:30	up to WED 13:30	up to THU 01:30	up to 14:00 of THU	up to 15:00 of THU
FRIDAY	07:30 - 13:30 I	up to WED 07:30	up to WED 19:30	up to THU 07:30	up to 15:00 of THU	up to 16:00 of THU
FRIDAY	13:30 - 19:30 II	up to WED 13:30	up to WED 01:30	up to THU 13:30	up to 15:00 of THU	up to 16:00 of THU
FRIDAY	19:30 - 01:30 III	up to WED 19:30	up to THU 07:30	up to THU 19:30	up to 10:00 of FRI	up to 11:00 of FRI
SATURDAY	01:30 - 07:30 0	up to THU 01:30	up to THU 13:30	up to FRI 01:30	up to 14:00 of FRI	up to 15:00 of FRI
SATURDAY	07:30 - 13:30 I	up to THU 07:30	up to THU 19:30	up to FRI 07:30	up to 15:00 of FRI	up to 16:00 of FRI
SATURDAY	13:30 - 19:30 II	up to THU 13:30	up to THU 01:30	up to FRI 13:30	up to 15:00 of FRI	up to 16:00 of FRI
SATURDAY	19:30 - 01:30 III	up to THU 19:30	up to FRI 07:30	up to FRI 19:30	up to 10:00 of SAT	up to 11:00 of SAT
SUNDAY	01:30 - 07:30 0	up to FRI 01:30	up to FRI 13:30	up to SAT 01:30	up to 12:00 of SAT	up to 13:00 of SAT
SUNDAY	07:30 - 13:30 I	up to FRI 07:30	up to FRI 19:30	up to SAT 07:30	up to 12:00 of SAT	up to 13:00 of SAT
SUNDAY	13:30 - 19:30 II	up to FRI 13:30	up to FRI 01:30	up to SAT 13:30	up to 12:00 of SAT	up to 13:00 of SAT
SUNDAY	19:30 - 01:30 III	up to FRI 19:30	up to SAT 07:30	up to SAT 19:30	up to 12:00 of SAT	up to 13:00 of SAT

Attachment 2

General Conditions for Discharging/Loading IMO Cargoes

ADMISSION OF HAZARDOUS CARGO TABLE

General Conditions for Storage/Discharging/Loading/Transhipment/Transit IMO Cargoes in Leghorn						
CLASS N°	DESCRIPTION	STORAGE ALLOWED AT PORT (max 30 days)	EXPORT (LOAD)	IMPORT (UNLOAD)	TRANSHIPMENT	TRANSIT	REMARKS
CLASS 1	EXPLOSIVES						
Div. 1.1		NO	NO	NO	NO	NO	
Div. 1.2		NO	NO	NO	NO	NO	
Div. 1.3		NO	NO	NO	NO	YES See remarks	Transit of: 1.3C requires the local Authorities approval on a case by case basis, after submitting all the special paperworks.
Div. 1.4		NO	NO	NO	NO	YES See remarks	Transit of: 1.4C, 1.4G, 1,4B requires the local Authorities approval on a case by case basis, after submitting all the special paperworks.
Div. 1.4 S		NO	YES See remarks	YES See remarks	NO	YES without restrictions	Load/Unload subject to Authorities authorization - DIRECT LOAD/UNLOAD ONLY*
Div. 1.5		NO	NO	NO	NO	NO	
Div. 1.6		NO	NO	NO	NO	NO	
CLASS 2	GASES						
Div. 2.1	Flammable gases	YES	YES See remarks	YES See remarks	YES See remarks	YES	Load/Unload: if in Tank container - DIRECT LOAD/UNLOAD ONLY* - Load/Unload/Transhipment: UN 2037 and UN 1057 subject to inspection before Terminal Entrance/Unloading
Div. 2.2	Non-Flammable	YES See remarks	YES See remarks	YES See remarks	YES See remarks	YES	Load/Unload: 2.2 with subsidiary risk 5.1 & if in Tank container - DIRECT LOAD/UNLOAD ONLY*
Div. 2.3	Toxic Gases	NO	YES See remarks	YES See remarks	NO	YES	Load/Unload: DIRECT LOAD/UNLOAD ONLY*
CLASS 3	FLAMMABLE LIQUIDS						
3		YES See remarks	YES See remarks	YES See remarks	YES See remarks	YES	Cl. 3 PG I if in Tank container: DIRECT LOAD/UNLOAD ONLY*
CLASS 4	FLAMMABLE SOLIDS						
Div. 4.1	Flammable solids	YES See remarks	YES See remarks	YES See remarks	YES See remarks	YES	Self reactive substances type B, C and D: DIRECT LOAD/UNLOAD ONLY* Solid desensitized explosives subject to inspection before ship unloading
Div. 4.2	ontaneously combustil	YES See remarks	YES See remarks	YES See remarks	YES See remarks	YES	Cl. 4.2 PG I: DIRECT LOAD/UNLOAD ONLY*
Div. 4.3	Dangerous when wet	YES See remarks	YES See remarks	YES See remarks	YES See remarks	YES	Cl. 4.3 PG I: DIRECT LOAD/UNLOAD ONLY* UN 1340, UN 1402, UN 1405, UN 1408, subject to inspection before Terminal entrance
CLASS 5	OXIDIZING/ORGANIC						
Div. 5.1	Oxidizing agent	YES See remarks	YES See remarks	YES See remarks	YES See remarks	YES	Cl. 5.1 PG I or PG II if in Tank container: subject to restrictions & Terminal space availability (max 16); Calcium Hypochlorite (UN 1748, UN 3485, UN 2208): DIRECT LOAD/UNLOAD ONLY*; Ammonium Nitrate (UN 1942, UN 2426, UN 3375): DIRECT LOAD/UNLOAD ONLY*
Div. 5.2	Oxidizing peroxide	YES See remarks	YES See remarks	YES See remarks	YES See remarks	YES	Organic Peroxides type B, C and D: DIRECT LOAD/UNLOAD ONLY*
CLASS 6	TOXIC/INFECTIOUS						
Div. 6.1	Toxic substances	YES See remarks	YES See remarks	YES See remarks	YES See remarks	YES	Cl 6.1 PG I if in Tank containers: DIRECT LOAD/UNLOAD ONLY* Cyanides (All Segregation Group 6): DIRECT LOAD/UNLOAD ONLY*
Div. 6.2	Infectious substances	NO	YES See remarks	YES See remarks	NO	YES	Load/Unload: DIRECT LOAD/UNLOAD ONLY*
CLASS 7	RADIOACTIVE MATERIALS						
		NO	YES See remarks	YES See remarks	NO	YES See remarks	Load/Unload: DIRECT LOAD/UNLOAD ONLY* Transit: allowed if stowed Under Deck and cargo ops doesn't work in the same hold
CLASS 8	CORROSIVES						
		YES See remarks	YES See remarks	YES See remarks	YES See remarks	YES	Cl. 8 PG I if in Tank containers: DIRECT LOAD/UNLOAD ONLY*
CLASS 9	MISC. DANGEROUS GOODS						
		YES	YES	YES	YES	YES	