General Definitions
Vessels

1. **Vessel length**

   The overall length of vessel as shown on the vessel's registration certificate, calculated in meters.

2. **Vessel**

   A ship which length is above 24 meters and is used for freight cargoes or passengers or a ship which temporarily docks at the port for another purpose, excluding harbour crafts.

3. **Passenger**

   A person aged over two years, who embarks or disembarks on/from a vessel berthed at the port, excluding crew members.

4. **Tourist**

   A passenger who disembarks at the port and embarks on the same vessel at the same port, or another port in Israel, in order to depart at the same vessel's visit in the port or in Israel, in accordance with the specific issue.

5. **Vessel Owner**

   The owner of a specific vessel, as well as the lessee, the vessel operator or their agent.

6. **Harbour Crafts**

   Seacrafts employed in handling services to vessels anchored at the port or in performance of sea-work at the port area or a commercial vessel moored permanently at the quay, in accordance with anchorage agreement between the vessel owner and the quay operator, and its common activity at the port area.
Handling

1. **Handling**
   Discharging or loading of cargo and transferring it onto vehicle in order to remove it from the port, aboard a ship or into the storage area.
   Handling service does not include the following operations (these operations require an additional fee to be paid):

   1.1 Preparations on vessel or cargo, including collecting or packaging of disperse cargo, collecting loose goods, covering ship’s hold if raining, snowing or in extreme weather conditions, cleaning of holds on completion of discharge, sorting cargo according to leading and subsidiary markers, marking cargo for identification, opening or closing of packages.
   1.2 Operation in order to preserve vessel stability and safety during handling.
   1.3 Operations that have to be perform by an expert manpower that is not employed by the port, or requires specialized equipment which is not possessed by the port.
   1.4 Operations for organizing cargo in different techniques than custom with other cargoes.
   1.5 Handling twist-locks containers.
   1.6 Gathering and removing of packing materials used for padding cargo.
   1.7 Unlashing cargo on deck.
   1.8 Dismantling or assembling screens.
   1.9 Cleaning holds on completion of discharge.

2. **Horizontal Handling**
   Handling ro/ro, palletized, strapped / pre-slung cargo directly by forklift, through side or stern ports, from hold to quay or vice-versa, excluding driven vehicles.

3. **Container Vessel**
   A vessel on which at least one hold or deck is specially adapted to handle containers. The containers have to be handled on a continuous basis.

4. **Cargo Owner**
   In matters concerning empty container or slave, the ship owner is considered as the cargo owner.

5. **Isotank**
   Will be showed as an empty container on condition that the gap between its actual weight and its own weight is not larger than 100 kg.

6. **Irregular Container**
   A container that its cargo exceeds its measures or a container that has to be handled by special equipment.

7. **Unitized Cargo**
   a. Cargo complying with all of the following conditions:
      1. The cargo units are palletized, strapped or pre-slung.
      2. The cargo units are pre-assembled in such a manner that they do not need to be disassembled, reassembled or rearranged at the port zone or on the vessel.
      3. The assembled units can be handled with regular port equipment, and their stowage in the holds allows handling as determined by the port manager.
      4. The weight of each unit palletized, strapped or pre-slung is not less than 400 kg.
b. Paper rolls, which weight over 1 ton per unit, pre-slung and allows handling as determined by the port manager.
c. Big bags, which weight no less than 500 kg per unit.
d. Metal unit, which weights over 1 ton.
e. Cargo in units, that weighs over 1 ton, allows handling with regular port equipment according to the work method customary at this cargo type, and have been manifested as general cargo, on condition that the above at paragraph "a" subsist.

8. Dangerous Materials

As defined by the IMDG code, detailed as follows, and thusly every material with similar characteristics that was pointed out by the manager as a dangerous material, excluding the following:

a. Materials as detailed at the maritime international code regarding packed dangerous materials, including its addition (the IMDG code).
b. Materials as detailed at the No. 1 appendix attached code, concerning safe methods for bulk cargo (BC code), classified at group B, if the conditions fixed by law to this classification subsist.
c. Materials as detailed at the code’s 17th chapter, concerning vessel construction and equipment that transport dangerous bulk chemicals (IBC code), which hazards are predetermined in column D as "s" or "sp".
d. Materials as detailed at the code 19th chapter concerning vessel construction and equipment that transport liquid gas in bulk (IGC code), which hazards are predetermined in column D as "s" or "sp".

9. Dangerous Cargoes

Cargo which is dangerous material, including container/trailer contents, full or slightly full. A container which contains dangerous material, whose leftovers have not been cleaned properly, or a container that its dangerous label has not been removed.

10. Voluminous Cargoes

Seaweed, straw, cork and by-products, prefabricated wooden houses, barbed wire, wooden loops, empty barrels, hides & skins, tires & tubes, features or any other cargo which its average volume exceeds 3.4 cu.m. per 1 ton, considering its external measures.

11. Grab Bulk

Bulk cargo handled by cranes which their arm needs to be joined with grab or any other equipment fitted for handling bulk.

12. Seed Products

Grains that have been processed, or grains that cannot be stored at granary, excluding assigned plant flat storage.

13. Roll on / Roll off

Method of handling cargoes on their own wheels, from ship to shore or vice-versa through side, bow or stern ports.

14. Vehicle

As traffic directive signifies.

15. Carried Vehicle

Self powered driven vehicle designated as cargo, handled by roll-on/roll-off method cargo.
16. **Carrier Vehicle**  
Vehicle used for the carrying roll-on/roll-off cargo including trailers, semi-trailers and roll-trailers.

17. **Other Vehicle**  
Non-driven vehicle handling, designated as cargo.

18. **Direct Delivery**  
Regarding any cargo other than a container. Handling over cargoes to the owner during the shift when transferring of inbound / outbound cargo.

19. **Coastal Transfer**  
Handling cargo, which origin or destination port is another port in Israel, from vessel to vessel at the same port.

20. **Transshipment**  
Transferred cargo from vessel to vessel at the same port is subjected to all of the following conditions:
   
a. The cargo is not in bulk.
   b. Not re-packed / re-stuffed / removed from port.
   c. Declared and recognized by custom as transshipment cargo before being Discharged.
   d. Origin and destination out of Israel.

21. **Cargo in Transit**  
Cargo to which all of the following conditions apply:
   
a. Discharged at port and transferred by land, air or land and sea out of Israel or arrived at Israel for loading at the port by land, air or sea and land.
   b. Declared as transit cargo via Israel before discharge or entrance to the port for loading, and recognized by custom as such.
   c. Non re-packed or re-stuffed between discharging and loading at the same port.

22. **Inter-Port Fuel Transfer**  
Fuel transfer by vessel from one port to another in Israel or to another destination in Israel, excluding vessel refueling at the same port.

23. **Stuffing**  
Filling cargo units into slave or container or emptying cargo units out of slave or container, as well as irregular container.

24. **Small Consignment**  
Goods detailed in one approved custom entry. The weight of which does not exceed 10 tons for import cargo or 3 tons for export cargo.

25. **Shifting of Cargo**  
Moving cargo for any purpose other than the regular handling:
   
a. Shifting through pier - Discharging cargo destined for another port from vessel to pier and reloaded to the same vessel.
   b. Shifting on pier – Moving cargo in the port area.
   c. Shifting inbound ship – Moving cargo destined for other port inbound ship.
Storage

1. Storage Days
   a. For imported or transshipment cargo: each day from the day of completion of ship’s discharge until the day of delivery of goods, both days included.
   b. For exported cargo: each day from the day the goods were delivered until the first day of ship’s loading, both days included.

2. Long Term Storage
   Storage of unitized wood, metal or paper rolls consignment or vehicles: for each storage period or part thereof. The storage period is of 60 days.

3. Free Storage Days
   From the day of completion of ship’s discharge until the day of exit or from the day of entrance through gate until the first day of ship’s loading.
   a. Containers: 4 days, absolute exemption.
   b. Passenger cars: 4 days, conditional exemption.
   c. Grains and seed products in bulk: 8 days, absolute exemption.
   d. Transshipment containers: 10 days, absolute exemption.
   e. Small consignment: 30 days, absolute exemption.
   f. Export general cargo: 12 days, conditional exemption.
   g. Import general cargo: 6 days, conditional exemption.
   h. Cargo stuffed into or unstuffed from container: 6 days, absolute exemption.

   For empty containers and slaves: no free storage days.

Miscellaneous

1. Leading Marks
   Separating between bills of lading.

2. Subsidiary Marks
   Distribution between bills of lading as required.

3. Cargo Properly Stowed
   Stowed cargo onto vessel by leading marks, in such way that will allow discharge as customary.

4. Cargo Properly Marked
   Marking cargo by clear leading or subsidiary marks.

5. Cargo value
   C.I.F/F.O.B value in N.I.S. as noted at the Entry, by the customs authority and to the customs directive instructions.