



Port of Salalah – Tariff – 2012-01

(Effective 15th October 2012)

- Schedule I - Interpretation and General Information*
- Schedule II - Marine Charges*
- Schedule III - General Cargo Terminal*
- Schedule IV - Container Terminal Tariff*
- Schedule V - Hire of Equipment*
- Schedule VI - Maintenance and Repair*

Schedule I – Interpretation and General Information.....	5
Section A - Tariff Book	5
Section B - Charges	5
Section C - Port Authority	5
Section D - The Port	5
Section E - Port Limits.....	5
Section F - Port Premises	5
Section G - Vessel	5
Section H - Cargo Handling	5
Section I - Documentation	5
Section J - Tugs	6
Section K - Pilotage	6
Section L - Hygiene	6
Section M - Labour	6
Section N - Port Rules and Regulations.....	6
Section O - Dangerous Cargo	6
Section P - Customs	6
Section R - Exchange Rate	6
Section S - Disposal of Cargo.....	6
Section T - Agreement to Terms of the Tariff	7
Section U - Alterations to the Terms of the Tariff	7
Section V - Port Authority Held Harmless.....	7
Schedule II – Marine Charges.....	8
Section A - Port Dues	8
Section B - Tug and Barge Operation.....	9
Section C – Tugs.....	10
Section D – Pilot Launches	10
Section F - Ropes	10
Section G - Pilotage.....	10
Section H – Berthing or Unberthing Charges	11
Section I – Fresh Water	12
Section J – Electricity	12
Section K – Waste Disposal	13

Section L – Rat Guards	13
Section M – Other services	13
Section N - Environment Fees, etc	15
Schedule III – General Cargo Terminal Tariff	18
Section A – Stevedoring Charges.....	18
Section B – Quay Handling and Storage Charges	22
B-1 Imports.....	22
Section C – RO/RO Vessels	27
Section D – Charges at CFS (Container Freight Station)*	29
Schedule IV – Container Terminal Tariff.....	31
Section A – General Conditions, Definitions and Abbreviations	31
A-1 Tariff Authority, Scope and Application.....	31
A-2 Consent to Terms of Tariff	31
A-3 Currency & Exchange Rate	31
A-4 Rates for Services not shown in this Tariff.....	31
A-5 Definitions.....	31
A-6 Abbreviations	34
Section B – Marine Charges	35
B-1 Consolidated Marine Charge.....	35
B-2 Other Charges.....	36
B-3 Anchorage charges:	36
Section C – Other services	37
C-1 Boat Services Charges:	37
C-2 Fendering services at Port of Salalah	38
C-3 - Charges for port clearance/work permission/services.....	38
Section D - Environment Fees, etc.....	39
D-1 Tier 2 Environment fee to be applied to.....	39
Section E – Charges for Containers.....	40
E-1 Loading / Discharging of Import / Export Containers	40
E-2 Loading / Discharging of Transshipment Containers	40
E-3 Restows / Hatch covers / Gear box.....	41
E-4 Use of Special Equipment.....	42
E-5 Freetime and Container Storage Rates	42
E-6 Charges for Refrigerated Containers	43

E-7 Shifting Charges	43
E-8 Truck Loading / Unloading	44
E-9 Weighing of Containers.....	44
E-10 X-Ray Inspection of Containers.....	44
E-11 Delays to Crane.....	44
E-12 Miscellaneous Services	44
E-13 Administrative Charges	45
E-14 Charges for Break Bulk Cargo at Container Terminal.....	46
Section F – Charges at CFS (Container Freight Station)	47
F-1 Composite Rate CY to CFS or V/ V	47
F-2 Goods Receiving or Delivering Charge to / from CFS.....	47
Section G - Entry pass, etc*	48
G-1. Port entry pass	48
Schedule V – Hire of Equipment	50
Schedule VI – Maintenance and Repair	52
Section A – Container Repairs.....	52
Section B – Vessel Repairs (under normal conditions)	53
Section C – All Other Repairs (under normal conditions)	53

Schedule I – Interpretation and General Information

Section A - Tariff Book

Means the charges book for ship, cargo, and passengers as published by Port of Salalah Authority and must be read in connection with the Port Rules and Regulations Book.

Section B - Charges

Include all charges, rates, service fees, and passage and entrance fees to the port and any other charges which would be included in this meaning.

Section C - Port Authority

Means Salalah Port Services Co. (S.A.O.G).

Section D - The Port

Means The Port of Salalah, Sultanate of Oman and includes all landing places and waters within the limits of the Port.

Section E - Port Limits

The limits of the Port of Salalah:-

From the highest point of the high tide where the point intersect the coast at 054° 04.00' E longitude and thence in the direction of true south to the point intersecting the line 16° 58' N and thence in the direction of true East to the point intersecting longitude 054° 05.40' E and thence in the direction of true south to the point intersecting 16° 54.00' N latitude and thence in the direction of true West to the point intersecting 053° 58.00' E longitude and thence in the direction of true North to the point intersecting the coastline and thence following the coast back to the starting point. And includes all wharves, quays, piers, landing places, docks, storage areas, roads and buildings under the operational or administrative control of the Port Authority.

Section F - Port Premises

Means all wharves, piers, landing places, docks, storage areas, roads, passageways, buildings and any installation or facilities under the operational or administrative control of the Port Operators.

Section G - Vessel

Includes every description of watercraft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.

Section H - Cargo Handling

Means loading / discharging or shifting of cargo from location to another within the Port limits.

Section I - Documentation

The documents in respect of cargo must be in the possession of Port of Salalah at least 24 hrs prior to arrival of vessels. Vessels will not normally be berthed without receipt of all such documents.

Section J - Tugs

Tugs are available for berthing vessels.

Section K - Pilotage

Pilotage is compulsory. Pilots may board from launch or tug and are available 24 hrs.

Section L - Hygiene

The port provides garbage bins at various points for use by vessels. The use of these bins is compulsory and will be charged for.

Section M - Labor

Labor on both vessel and quay is provided and controlled by The Port or its nominated contractor. Requests for labor should be made in advance by Agents to the Operations Department.

Section N - Port Rules and Regulations

As published by the Port Authority all Rules and Regulations of the Port of Salalah must be adhered to as well as the GCC Ports Rules and Regulations issued in March 1985 and amendments thereof. The handling of vessels, cargo and passengers and other related work within the port shall be subject to the provision of the Rules and Regulations referred to above.

Section O - Dangerous Cargo

No dangerous, offensive or harmful goods likely to cause personal injury or damage to property may be brought into the port premises without specific written approval to that effect. Some types of dangerous cargo (as in IMDG code) will only be allowed into the Port on direct delivery basis.

Section P - Customs

Customs officers board the vessels on arrival either in Port or at the anchorage. Vessels Masters are required to produce the following documents:

- Crew list
- Crew's Personal declaration list
- Ship's Bonded store list

Section Q - Safety

All port users must adhere to all of the current safety rules and regulations.

Section R - Exchange Rate

The Riyal Omani is linked to the US\$ at a rate of 0.3845

Section S - Disposal of Cargo

The port reserves the right to remove and dispose of cargo to cover accrued charges in accordance with the rules and regulations of the port and its frustrated cargo policy.

Section T - Agreement to Terms of the Tariff

The use of services and equipment within the port shall constitute consent to the terms & conditions of this tariff and evidences an agreement on the part of all vessels, their owners and agents and any other users to charges specified in the tariff and to be governed by all Rules and Regulations herein contained.

Section U - Alterations to the Terms of the Tariff

The port reserves the right to alter, change or amend any or all charges, terms and conditions or interpretations contained in the tariff without prior notice.

Section V - Port Authority Held Harmless

Each vessel owner, operator, charterer or agent whose vessel calls at the port and each owner or agent of the cargo handled there at, as a condition to receiving services at the port agrees to indemnify and hold harmless the port, any of its agents or employees from and against all losses, claims, demands and suits for damages, for death or personal injury or property damage that may be imposed upon the ports or any of its agents, employees or representatives by any owner, operator, charterer or cargo owner (or their agents or employees) as a consequence of services at the port.

Schedule II – Marine Charges

Section A - Port Dues

Port dues will be assessed against all vessels entering the Port. All marine charges will be based on the Gross Registered Tonnage (GRT) of the vessel. Where a vessel has dual GRTs the higher GRT will apply.

	O.R.	US\$
A-1 Port dues for any period not exceeding 3 days per 10 GRT	0.130	0.33
A-2 After 3 days for each day or part thereof per 10 GRT	0.030	0.08
A-3 Vessels berthed alongside for reasons other than cargo discharge or loading:		
1) Initial 24 hrs or part thereof per 10 GRT	0.060	0.15
2) Subsequent 24 hour periods or part thereof per 10 GRT up to a period of a week	0.100	0.25
3) After the period in item 2), for each subsequent		
24 hrs period or part thereof per 10 GRT	0.190	0.50
A-4 Vessels at anchorage for reasons other than cargo discharge or loading:	O.R.	US\$
1) Up to 12 hrs per 10 GRT	0.020	0.05
2) 12 to 24 hrs or part thereof	0.010	0.02
3) Each subsequent 24 hour period or part thereof	0.020	0.04
A-5 Vessels in distress or requiring medical assistance at anchorage only:		
1) Initial 72 hrs	No Charge	
2) Subsequent 24 hour periods or part thereof		
per 10 GRT	0.030	0.08
A-6 If for any reason a vessel remains at anchorage before discharging or loading, tariff item A-1 and A-2 will apply.		
A-7 If for any reason a vessel remains at anchorage after discharging or loading, tariff item A-4 will apply.		
A-8 Vessels in distress or disabled will only be accepted with the approval of the Harbor Master		

A-9 Exempted vessels: The following vessels or classes of vessels shall be exempted from payment of port dues:		
• Vessels in the service of the Sultanate of Oman		
• Vessels in the service of foreign governments, unless occupying a berth in the Port; anchorages are considered to be berths in the port and the navy vessels would be charged as per applicable tariff		
• Tenders of any recognized buoyage, lighting or navigational aid service		
• Pleasure yachts of under 20 tons NRT		
• Country craft which is generally defined as dhow or small ship of wooden construction under 100 tons DWT		
• Vessels exempted from the payment of Port dues by the Government of the Sultanate of Oman		
A-10 Anchorage charges:		
1. The inner anchorage which is inside the breakwater is used predominantly during Khareef as sheltered anchorage but also other times of the year by various vessels. This is presently not a designed anchorage so standard anchorage fees are not applicable. There has been a demand from the various users of the port to publish a tariff for using this anchorage.		
a) Vessels of LOA up to 150M per 24 hours or part thereof	500.000	
b) Vessels of LOA greater than 150 M to a max of 180 M per 24 hours or part thereof	800.000	
2. The north anchorage is not a designated anchorage but is used for vessels with draft of less than 9 M. It however provides shelter for such small vessels. It is therefore proposed to charge rates as below:		
Up to LOA 75 m	50.000	
Above 75 but below LOA 100m	150.000	
Above 100 but below LOA 150m	250.000	
Above 150 but below LOA 200m	350.000	
Availability of anchorage is subject to port convenience.		
In case of long stay which exceeds 15 days, the Port may suitably increase the tariff depending on prevailing circumstances.		
Section B - Tug and Barge Operation		
B-1 Normal Port dues (Section A) and berthing/un-berthing (Item H-1) will apply, based on the total GRT of tug(s) and barge combined, or		

deadweight if GRT is not available.		
B-2 If in the opinion of the Harbor Master additional marine services are required, they will be billed separately.		
Section C – Tugs		
All vessels, other than country craft, entering or leaving the Port shall accept the services of a Tug or Tugs at the discretion of the Harbor Master.		
C-1 Normal Tug Charges per Tug per hour or part thereof	120.300	313.00
C-2 Vessels without power, defective steering, etc.	240.700	626.00
C-3 Standby charges per Tug per hour or part thereof	120.300	313.00
C-4 For use other than berthing or un-berthing, rates on application to the Harbor Master.		
Section D – Pilot Launches		
D-1 Per hour or part thereof	30.760	80.00
D-2 For use other than transporting Pilots to and from vessels, rates on application to the Harbor Master.		
Section E – Mooring Launches		
E-1 Used for running extra moorings per hour or part thereof	12.300	32.00
E-2 For use other than running vessels lines, rates on application to the Harbor Master		
Section F - Ropes		
F-16.1 Furnishing ropes for use in towing	21.150	55.00
Section G - Pilotage		
G-1 With the exception of the following vessels pilotage is compulsory:		
• Vessels in the service of the Sultanate of Oman		
• Any vessel under 200 tons GRT		
• Country craft		
• Tenders of any recognized buoyage, lighting or navigational aid service		
• Notwithstanding Items a) to d), the Harbor Master may insist on the use of a pilot in the interests of Port Safety, in which case the appropriate tariff charges will apply		
G-2 Normal Pilotage charges (per hour):		

Vessels up to 2,500 tons	21.150	55.00
Vessels from 2,501 to 6,000 tons	36.530	95.00
Vessels from 6,001 to 12,000 tons	52.290	136.00
Vessels from 12,001 to 25,000 tons	73.060	190.00
Vessels from 25,001 to 50,000 tons	104.580	272.00
Vessels from 50,001 to 120,000 tons	156.880	408.00
Vessels over 120,000	261.840	681.00
G-3 Pilots kept waiting through any fault of the vessel or vessels Agent:		
Per hour or part thereof	21.150	55.00
Pilot launch - when standing by or detained:		
Per hour or part thereof	31.530	82.00
Pilotage charges for shifting vessels within the Port; rates in G-2 will apply.		
Special Pilotage charges:		
Vessels without power, defective steering or other damage will be charged at double the rate in Item G-2		
Section H – Berthing or Unberthing Charges		
All vessels including exempted vessels shall be charged for berthing at the Port, and includes the services of the Harbor Master or his representative, mooring launch and mooring gang.		

H-1 Vessels up to 2,500 tons	21.150	55.00
Vessels from 2,501 to 6,000 tons	26.150	68.00
Vessels from 6,001 to 12,000 tons	31.530	82.00
Vessels from 12,001 to 25,000 tons	52.290	136.00
Vessels from 25,001 to 50,000 tons	73.060	190.00
Vessels from 50,001 to 120,000 tons	104.580	272.00
Vessels over 120,000	156.880	408.00
H-2 Vessels berthing or unberthing on Fridays or Public Holidays, Vessels without power, with defective steering or other damage will be charged double the rates in Item H-1.		
H-3 If a vessel is moved to an adjacent berth at the vessels or vessels Agent request charges in item H-1 will apply.		
H-4 If a mooring gang is kept waiting through any fault of the vessel or vessels Agent:		
Standby charge per hour or part thereof	31.530	82.00
H-5 If a vessel occupies berth beyond 2 hours upon completion of operations, \$250 per hour of part thereof shall apply.		
H-6 A charge of \$3,000 per day or part thereof shall apply for vessels continuing operations after 72 hours.		
H-7 A 25% of berth charges shall apply for vessel calls cancelled within 72 hours of reserved berthing time		
Section I – Fresh Water		
I-1 Per ton	2.000	5.20
Subject to a minimum of 10 tons per delivery and 3 tons per delivery for dhows		
Section J – Electricity		
J-1 30 baizas per standard unit		

Section K – Waste Disposal		
The use of garbage skips while the vessel is alongside is compulsory.		
K-1 Use of common skip at berth (compulsory per visit)	26.45	68.77
K-2 Exclusive Skip	26.45	68.77
Section L – Rat Guards		
The use of rat guards is compulsory.		
L-1 Per rat guard per day or part thereof (matched with CT tariff)	5.770	15.00
Section M – Other services		
M-1 Boat Services Charges:		
The following charges will be applied:		
1. Vessels calling for cargo operation		
a) Pilot Boat per service		1,000
b) Tug Boat per service		2,000
2. Vessels calling for non-cargo operation		
a) Pilot Boat per service		1,500
b) Tug Boat per service		2,500
3. Transfer of Spare parts, Stores by Tug Boat to Anchorage USD 1,500 per hour or part of an hour starting of loading and completing when Tug is back to berth		
4. Special Boat Transfer during Khareef		
During monsoon "Khareef" the port will endeavor to provide special boat transfer services subject to weather conditions, whether outside or inside harbor		

During the above period, the following consolidated rates shall apply:		
1. Transfer of up to 5 persons, USD 2,500 per boat per trip		
2. Transfer of spares or provisions by Tug Boat, USD 3,500 per trip		
The above rates include services of tugs and pilot if transfer takes place either inside or outside the harbor but excludes port dues. In the case of vessels which cannot be safely brought into the harbor due to type of vessel, LOA, draft, etc. the port will attempt to carry out the transfer outside only which will be subject to weather condition		
M-2 Fender services at Port of Salalah		
In order to improve services to our customers, port has increased capacity to provide floating fender services for vessels that requires such services. The fender services are offered with the following conditions:		
1. Port Fenders will be used as first option.		
2. A service request need to be sent to port control in good time prior to vessel arrival date to book the services		
3. Hiring rate is RO 95 per fender per day or part of a day excluding handling charges.		
4. Third Party fenders can be used in case non availability of port fenders. In such cases a levy of RO 45 per fender per day or part of a day will be charged for following such use. This applies for vessel's own floating that is carried onboard.		
5. Third party fenders have to be clearly marked for easy identification.		

M-3 - Charges for port clearance/work permission/services		
1. In order to compensate for resources used up in attending to issue of various clearances a charge of OMR 10 for each of the below mentioned services shall apply:		
1. Hot work permission		
2. Bunkering permission		
3. Oil transfer permission		
4. Diving permission		
5. Hull/propeller/sea chest cleaning		
6. Oily water/grey water discharge		
7. Issue of Port clearance		
8. Engine Immobilization		
9. Ship's boat lowering in water for any purpose other than drill		
10. Change of registry		
11. Change of ship's name		
12. Change of agent		
13. Charges for signing of "Note of Protest".		
Section N - Environment Fees, etc		
N-1. Tier 2 Environment fee to be applied to all vessels calling Port of Salalah.		
<p>Pursuant to a Ministerial directive dated 10th December 2005 by the Government of Oman through the Ministry of Regional Municipalities Environment and Water Resources(MRMEWR) all industries - either directly or indirectly associated with Hydro-Carbon substances must ensure a Tier II Environmental Cover is in place to handle Oil Spill Recovery for all incidents whether off shore or onshore.</p> <p>Clean Globe Gulf LLC has been mandated to be the Oil Spill Removal Organization for Port of Salalah. The Government has also instructed that Salalah Port Service Co SAOG being the designated port Authority should be responsible for the collection of the Tier II Environmental Fee for all entities using the port.</p>		
The port had subsidized the levy until 30th September 2009 and had not passed on the charges to the customers. However, as this could not be sustained and it is fair to expect the port users to share some part of the burden, therefore a token levy charge on each vessel calling the port was implemented effective 1st October 2009		

Type of vessel Charges		
General Cargo vessels and Container vessels- per call	45.000	
Non Cargo / Non-Operational Vessels		
At anchorage - for every 7 days	100.000	
At berth- every 7 days	200.000	
Note: part of the day will be considered as full day (not to be levied in case vessel has had cargo operations in the same call)		
Liquid bulk cargo per Freight Ton loaded or discharged	0.020	
Naval vessels - per call (Omani Navy and ROP vessels are exempt)	100.000	
Yachts and other pleasure crafts - per call	20.000	
Cruise Vessels - per call	200.000	
Launches / Dhows- per call	10.000	
N-2. Port entry pass*		
a) Individual entry fee:		
Daily	0.500	
Weekly	2.000	
Monthly	5.000	
Annual	25.000	
(Port reserves the right to admission)		
b) Vehicle entry fee based on seating capacity of the vehicle:		
Seating capacity 1 - 14 (including 4 wheel drives)		
Daily	5.000	
Weekly	10.000	
Monthly	30.000	
Annual	100.000	

Seating capacity 15-25		
Daily	7.000	
Weekly	14.000	
Monthly	42.000	
Annual	140.000	
Seating capacity above 25		
Daily	10.000	
Weekly	20.000	
Monthly	60.000	
Annual	200.000	
(Port reserves the right to admission)		
c) Truck entry fee		
Daily	5.000	
Weekly	10.000	
Monthly	30.000	
Annual	100.000	
(Port reserves the right to admission)		

Schedule III – General Cargo Terminal Tariff		
Section A – Stevedoring Charges		
All stevedoring within The Port of Salalah is undertaken by the Port Authority or their nominated Contractor. Rates include the supply of supervision and labor on board the vessel to load/discharge onto quay. The Port has a limited supply of cargo handling gear.		
Charges are per freight ton unless otherwise specified. Freight ton will be determined by weight or measurement whichever is higher.		
A-1 Discharging		
	O.R.	US\$
A-1.1 General Cargo including bagged cargo	1.350	3.51
In case <i>shore</i> crane used	1.700	4.42
A-1.2 Foodstuffs and Medicines including animal feed	0.865	2.25
A-1.3 Iron or Steel bars, pipes, tubes, channels, mesh, girders, sheets and angles in crates of not less than 500 kg.	1.950	5.07
A-1.4 Plywood, hardboard, chipboard, blackboard, lamina board and other similar laminated wood products		
In crates	1.500	3.90
Loose	3.000	7.80
A-1.5 Timber (incl. poles and logs)		
Packed in bundles	1.500	3.90
Loose	3.000	7.80
The following reduction will apply on imports of cargo mentioned on items A-1.3; A-1.4; A-1.5, such as iron, steel bars, plywood, timbers per shipment.		
1001 – 5000 FRT Incremental	0.200	
Above 5001 FRT Incremental	0.500	
A-1.6 Unpacked vehicles, mobile mechanical equipment, trailers and caravans		
Under 2.5 tons, per unit	7.875	20.48
2.5 tons and under 5 tons per unit	12.000	31.21
5 tons and over per ton	3.000	7.80
Components of mechanical equipment shipped with that equipment		

but in separate packages will be charged at the general cargo rate unless securely attached to the base machine		
A-1.7 Refrigerated cargo (day and night working) per gang hour, subject to a minimum of ½ hour per occasion and 1 Hour per shift and it should be delivered directly		
from the ship to the vehicles	20.000	52.00
A-1.8 Bagged cement and hydrated lime plus hatch cleaning charges as follows:	1.125	2.93
Vessels discharging up to 4000 tons, each vessel	56.250	146.29
Vessels discharging over 4000 tones, each vessel	112.500	292.59
A-1.9 Wharfage		
Over stowed cargo landed to the quay and subsequently re-shipped on the same vessel will be charged wharfage in addition to other charges as per tariff at the		
rate of per ton (FRT) per day (or part thereof)	0.190	0.49
A-1.10 Bad Stowage:		
Where the Port considers that cargo is badly stowed or of such a nature and in such condition that normal discharging is not possible, then it reserves the right to charge in addition to normal stevedoring tariff		
at the rate of per gang hour subject to minimum of an hour	20.000	52.00
Bad Stowage OT rate per gang hour		
(Min 1 Hour) Sat-Wed	25.000	65.00
Bad Stowage OT rate per gang hour		
(Min 1 Hour) Thursday, Friday and Public holidays	25.000	65.00
A-1.11 Cargo discharged direct over side:		
Cargo discharged direct over side to barge or coaster or from ship to ship will incur the normal stevedoring charges plus 50% if Port labor is supplied in the barge or coaster.		
A-2 Loading for Exports		
The basic export service is receiving goods for export. Providing such storage as may be required and tendering goods to the ship on quayside subsequently loading on the vessel.		
All export consignments must be accompanied by a shipping Note. All charges for export are debited to the vessels Agent and are subject to a minimum charge of R.O. 1.900 per each Shipping Note.		
A-2.1 General Cargo:		
Direct delivery to quay		
Up to 50K tons	1.850	4.81

Over 50K tons up to 100K tones	1.750	4.55
Over 100K tons	1.650	4.29
Volume rates are per annum and incremental		
Conditions for direct delivery		
Block stowed homogenous consignment		
Delivery by a single means of transport		
Indirect delivery:		
Up to 50K tons	3.200	8.32
Over 50K tones up to 100K tones	3.100	8.06
Over 100K tones	3.000	7.80
Volume rates are per annum and incremental		
Use of shore Crane per ton	0.350	0.91
A-2.2 Unpacked Vehicles:		
Unpacked vehicles, mobile mechanical equipment, trailers and caravans		
Under 2.5 tons per unit	12.375	32.18
2.5 tons and under 5 tons per unit	18.750	48.76
5 Tons and over, per ton	4.125	106.96
A-2.3 Live Animals:		
Live animal - Sheep/Goat per head	0.350	0.91
Live animal - Cows per head	0.500	1.30
Live animal - Others per head	1.000	2.60
A.2.4 Direct Shipment:		
Lifts over 25 tons in (A-2.2) above and live animals in (A-2.3) must be shipped direct.		
A-2.5 Cargo Loaded Ex-Barge or Coaster:		
Goods loaded direct from barges lying alongside vessels will incur the normal		
stevedoring charges plus 50% if port labor is supplied in the barges.		
A-2.6 Unloaded Export Cargo:		
Extra charges for unloaded export cargo:		
General cargo per ton FRT	1.500	3.90
Unpacked vehicles, mobile mechanical equipment,		
trailers and caravans per unit		

	1.500	3.90
A-3 Extra Services		
Shifting cargo, lashing/unlashing, covering/uncovering hatches, collecting/laying dunnage, rigging gear, repacking on board and any other extra services rendering during loading or discharging will be charged as follows:		
Per gang hour (or part thereof) subject to a minimum		
of 1 hour per shift	20.000	52.00
A-4 Gangs Keep Waiting		
Per gang hour (or part thereof) subject to a minimum		
of 1 hour per shift	20.000	52.00
A-5 Overtime Premium and Night Shift Work		
Overtime premium:		
A-5.1 After 1615 hrs. Saturday to <i>Wednesday</i> per gang hour		
(or part thereof) subject to a min 2 hours.	25.000	65.00
A-5.2 During holidays working per gang hour		
(or part thereof) subject to minimum of eight hours.	25.000	65.00
A-5.3 Tally Clerk on normal working days,		
subject to a minimum 2 hours	5.100	13.26
Note: The above rates in item A-5.3 will be increased by 50% on <i>Thursdays</i> , <i>Fridays</i> & <i>Public Holidays</i>		
A-6 Hire of Personnel on Board Vessels Other Than in Connection With Normal Stevedoring		
Per person per hour (or part thereof) subject to a minimum of 2 hours	5.200	13.52
Winch man	5.200	13.52
Note: The above rates will be increased by 50% on <i>Thursday</i> , <i>Fridays</i> & <i>Public Holidays</i> .		
A-7 Dhow and Launch Cargo		
Cargo discharge/loaded from/to dhows and country crafts will be assessed as shown subject to a minimum charge of R.O. 1.900 per bill of lading.		
General cargo, per FRT	0.300	0.78
Metal Scrap, per FRT	1.500	3.90
Vehicle, Mobile Mechanical equipment	2.440	6.35
Live animal - Sheep/Goat per head	0.350	0.91
Live animal - Cows per head		

	0.500	1.30
Live animal - Others per head	1.000	2.60
• The above charges apply to consignments delivered directly to vehicles		
• Consignment landed to quay and remaining in the Port for more than 24 hrs per FRT	3.750	9.75
• The above tariff must be read in conjunction with the Rules and Regulations governing Port of Salalah		
• A fine of R.O. 37.500 will be imposed on the importer for any wrong declaration of tonnage.		
• Demurrage charges will be applied after 14 days appropriate import /export rates		
• Use of port equipment is not included		
A-8 Vessel Worked at Anchorage		
• When stevedoring labor is provided by the Port, twice the normal tariff is applied plus launch charges		
• Whereby prior agreement with the Port, stevedoring is undertaken at the anchorage without the use of Port labor, no stevedoring charges will be rendered		
Section B – Quay Handling and Storage Charges		
B-1 Imports		
The import service is receiving goods on or over quay from ship, sorting to bill of lading, storage if necessary in a place determined by the Port Authority and tendering to delivery vehicle. It does not include sorting to sub-marks within a Bill of Lading for which additional charges will be rendered. The Port operates on in stack tally of cargo on receipt from vessel.		
All charges are per Freight ton unless otherwise specified and are subject to a minimum charges of R.O. 1.900 per bill of lading. Freight on will be determined by weight or measurement whichever is higher.		
B-1.1 General cargo including bagged cargo other than foodstuff	1.125	2.93
B-1.2 Foodstuff and medicine including animal feed	0.750	1.95
B-1.3 Iron and steel bars, pipes, tubes channels, mesh, girders,		
Sheets and angles in crates not less than 500kg.	1.500	3.90
B-1.4 Plywood, hardboard, chipboard, blackboard, lamina board and other similar		
laminated wood products		
In crates	1.500	3.90
Loose	2.250	5.86

B-1.5 Timber (including Poles and Logs)		
Packed per cubic meter	1.500	3.90
Loose per cubic meter	2.250	5.86
The following reduction will apply on imports of cargo mentioned on item B-1.3; B-1.4; B-1.5, such as Iron, steel, bars, plywood, timber per shipment.		
1000-5000 FRT	20% Incremental	
Above 5001 FRT	30% Incremental	
B-1.6 Unpacked vehicles, mobile mechanical equipment trailers and caravans:		
Under 2.5 tons, per unit	7.500	19.51
2.5 tons and under 5 tons per unit	15.000	39.01
5 tones and over per unit	18.750	48.76
Components of mechanical equipment received with that equipment but in separates package will be charged at the general cargo rate unless securely attached to the base machine.		
B-1.7 Heavy lifts (5 tons and over excluding		
vehicles and mechanical equipment) per FRT	1.500	3.90

B-1.8 Bagged cement and hydrated lime	0.900	2.34
Notes: It is the consignee's responsibility to ensure that the quay is cleaned daily and on completion of the discharge. As a surety for the quay being cleaned to the satisfaction of the port, a deposit will be required before the vessel berths.		
Rates of deposit are as follows:		
Vessels discharging up to 4000 tons, each vessel	300.000	780.23
Vessels discharging over 4000 tons each vessel	600.000	1,560.47
B-1.9 Live animals per head direct delivery	0.150	0.39
Lifts over 25 tons and live animals must be delivered direct.		
The above rates except (B-1.9) will be reduced by 50% for Consignments delivered direct from ship to vehicle.		
B-1.10 Bulk Cargo		
The vessels agent and the importers are responsible, at their cost, to ensure that all safety measures are taken to protect the environment while discharging / loading bulk cargo. The port shall provide the winch man, supervisor and tally clerk as required for the discharge/load operation. The following charges include the cost of these employees. The vessel's agent or importer/exporter shall be responsible to arrange, at their cost, the equipment required for the operation.		
Dry Bulk cargo up to 25K DWT per vessel per DWT	1.000	2.60
Dry Bulk cargo over 25K DWT up to 150K DWT per vessel per DWT	0.750	1.95
Dry Bulk cargo over 150K DWT per vessel, per DWT	0.500	1.30
Liquid Bulk Cargo (per long ton)	0.600	1.56
Volume rates are per annum and incremental.		

B-2 Demurrage (Import)		
Charge for Storage is subject to a minimum charge for 1 freight ton per Bill of lading. All charge are per freight ton unless otherwise specified.		
For the first 14 days after final discharge		FREE
	1st/2nd	3rd period
	Period	onwards
General cargo, Foodstuff and Medicines, Iron and steel, timber and plywood	0.225	0.90
Unpacked vehicles, mechanical equipment, trailers and caravans:		
5 tons, per unit	3.670	11.25
5 tons and over, per unit	7.000	22.50
Bagged cement and hydrated lime	0.150	0.75
Period calculated as follows:		
1st period-for a period of 14 days (or part thereof) after the free period		
2nd period – for period 7 days (or part thereof) after the first period		
3rd period – for each period of 7 days (or part thereof) after the second period		
B-3 Overtime		
Normal hours for delivery of import and receiving of export cargo as follows:		
07:45 – 12:00 and 13:00 – 16:15 Saturday - <i>Wednesday</i>		
Other than normal hours per person/hour	0.400	1.04
Tally Clerk	5.100	13.26
Tally clerk rates during holidays.	7.650	19.89
B-4 Hire of Personnel for use Other Than in Connection with Delivery Receipt of Cargo		
Per person per hour (or part thereof)	5.100	13.26
Note: The above rates will be increased by 50% on Friday and Public Holidays.		
B-5 Coopering and Sorting		
On request damaged packages will be re-packed, re-bagged or dock cooperated and packages can be sorted to sub-marks at the personnel hour rates as shown in (B-4) above.		

B-6 Re-marking / Labeling		
On request damaged packages will be re-marked/ labeled at the following rates subject to a minimum charge of R.O.1.500.		
Re-marking with brush and paint, per package	0.150	0.39
Attaching pre-printed labels, per package	0.075	0.19
B-7 Examination of Damaged Cargo		
Damaged / defective cargo can be examined and certificate issued by the Port on request for a charge based on the hourly rates of Hire of personnel shown in (B-4) above.		
B-8 Auction		
Consignments remaining in the Port in excess of the following periods will be subject to auction. Any cargo, for which the respective Port and Customs charges have not been paid will be considered frustrated and may be auctioned and sold by The Port of Salalah after the following time periods:		
General Cargo:		
One Month for perishable general cargo		
Three Months for non perishable General Cargo		
Containerized Cargo:		
One Month for Refrigerated Containerized Cargo and other cargo considered perishable		
Three Months for all other Containerized Cargo		
B-9 Import Goods Landed for Re-export (other than transshipment goods on through bill of landing)		
Goods imported, retained in the Port and subsequently re-exported incur the basic Import handling charges plus the loading rate. Consignments will be liable for demurrage at scheduled rate if not shipped within 7 days from final date of discharge of the importing vessel.		

B-10 Transshipment Cargo Transshipment cargo is charged as follows, Stevedoring and Handling charges included: Vehicles from vessels:				
Vehicle Transshipment	0-10K units Salalah	10-20K units 10% discount	20-30K units 20% discount	> 30K units 30% discount
	US\$	US\$	US\$	US\$
Up to 1.5 metric tons	45.00	40.50	36.00	31.50
1.5-5 metric tons	50.00	45.00	40.00	35.00
5-15 metric tons	70.00	63.00	56.00	49.00
Over 15 metric tons	90.00	81.00	72.00	63.00
General Cargo: Load per FRT (equipment excluded)	O.R. 2.250	O.R. 5.800		
B-11 Free Storage Period Free storage period is 14 days from the date of discharging completion for transshipment cargo				
Section C – RO/RO Vessels				
All charges are per unit unless otherwise specified.				
C-1 Discharging / Loading (Import / Export)				
Trailers from / to vessels (loaded or empty cargo other than containers):				
Port tug Master:				
Trailer up to 30'			15.000	39.01
Trailers 30' and over			22.500	8.65
If vessels uses own tug master & driver:				
Trailer up to 30'			7.500	19.50
Trailers 30' and over			11.250	29.20

Note: Loaded trailers discharged from the vessel and reshipped empty on the same vessel will not be subject to further charges.		
Vehicles and mechanical equipment:		
Discharge		
Vehicles under 10 tons	7.500	19.50
Vehicles 10 tons & over and mobile mechanical equipment	9.375	24.30
Loading		
Vehicles under 10 tons	12.000	31.21
Vehicles 10 tons & over and mobile mechanical equipment	20.625	53.64
C-2 Demurrage		
Vessels own trailer not returned on the same vessels will incur demurrage for each day (or part thereof)		
Trailer up to 30'	0.200	0.52
Trailers 30' and over	0.375	0.98
C-3 Shifting Trailers / Vehicles & Mechanical Equipment		
Where RoRo trailers, vehicles, & mechanical equipment not destined for Port of Salalah are shifted off the vessels and subsequently re-loaded, charges as above equivalent one movement will be made. Shifting on board will be charged at 50% of the above rates.		

C-4 RoRo Services	0-10K units Salalah US\$	10-20K units 10% Discount US\$	20-30K units 20% discount US\$	> 30K units 30% discount US\$
Battery Call Out	20.00	20.00	20.00	20.00
Subsequent unit same call	10.00	10.00	10.00	10.00
Fuel	Cost + 15%	Cost + 15%	Cost + 15%	Cost + 15%
Towing / Special Rigging	50.00	50.00	50.00	50.00
Shifting (ship or quay)	20.00	20.00	20.00	20.00
Tally Man Charge per hour	5.00	5.00	5.00	5.00
Tire Changing	6.00	6.00	6.00	6.00
C-4.1 Shore Handling Charges for Cargo Ex-Ro/Ro Vessels Loaded trailers delivered to consignee's tractor unit within port area:			R.O.	US\$
Trailer up to 30'			15.000	39.01
Trailers 30' and over			22.500	58.52
Consignments unloaded from trailers within port area will incur charges and demurrages as per section A. All other charges as per section B.				
Section D – Charges at CFS (Container Freight Station)*				
(All Charges in US\$)				
D-1 Composite Rate CY to CFS or V/V			Up to 20'	Over 20'
			160.00	220.00
Terms & Conditions				
• Rate includes:				
• Inbound Container-shifting of loaded box from CY to CFS, un-stuffing, and shifting of empty box back to CY				
• Outbound Container-shifting of empty box from CY to CFS, stuffing, and shifting of loaded box back to CY				
• Data Amendment charge applies on inbound CFS boxes not declared prior to operational cut-of				
• Additional charges will be levied for un-stuffing or stuffing cargoes requiring additional labor or equipment				

D-2 Goods Receiving or Delivering Charge to / from CFS		
All Cargo \$8.50 per Freight Ton		
Terms & Conditions		
• Free time and Demurrage at CFS applies as per General Cargo Terminal tariff Free time and Demurrage Schedule		
• Additional charges will be levied for receiving or delivering cargoes requiring additional labor or equipment		

Schedule IV - Container Terminal Tariff

Section A – General Conditions, Definitions and Abbreviations

This Tariff should be read in conjunction with the Port of Salalah Rules and Regulations, as well as the Container Terminal Operational Guidelines and the Port of Salalah Terms of Business, as updated from time to time.

A-1 Tariff Authority, Scope and Application

This Tariff is issued by the Port of Salalah and as of its effective date replaces any and all earlier tariffs and rates in effect for vessels and cargo using the Container Terminal at the Port of Salalah. The rates along with their terms and conditions contained in this Tariff apply unless otherwise specified in writing by an authorized person in the Commercial Department of the Port of Salalah. The Port of Salalah reserves the right to alter or amend any and all rates along with their terms and conditions without prior notice.

A-2 Consent to Terms of Tariff

The use of the Port of Salalah shall constitute a consent to the rates and their terms and conditions contained in this Tariff, and evidence agreement on the part of all Users to pay all the charges specified, and to be governed by the terms and conditions specified as well as the Rules and Regulations and Terms of Business of the Port of Salalah.

A-3 Currency & Exchange Rate

All rates are stated in US Dollars (US\$) which is linked to the Riyal Omani (R.O.) at a rate of 0.3845 Riyal Omani to one US Dollar.

A-4 Rates for Services not shown in this Tariff

In case rates for any services are not shown in this Tariff, then customers must provide 'Special Service Request' to the Port who will price the work involved and get the customer's approval before carrying out the service.

A-5 Definitions

The following words and expressions, wherever used in any part of this Tariff, have the meaning assigned hereunder:

The Port:

Refers to the Port of Salalah and all its berths and facilities. The Port is under the management of Salalah Port Services Company SAOG trading as Port of Salalah.

Agent or Shipping Agent or Vessel Agent:

Refers to any company, firm or organization appointed by the Owner, the shipping company or the ship's master to act on their behalf in the Sultanate of Oman which accepts such appointment.

Break Bulk:

Refers to any cargo that is not loaded in a container.

Cargo:

Refers to any goods, merchandise, articles or other property whatsoever whether or not in a Container in respect of which the Port provides services.

Container:

Refers to any container including flat-racks, platforms, reefers, bolsters, tanks or any other units designed for the carriage of goods and equipped with corner castings for handling by mechanical equipment consistent with the safety requirements of the Convention for Safe Containers and either complying with all relevant prevailing ISO standards or capable of being handled by the Port's cranes and spreaders.

Container Terminal:

Refers to the area designated by the Port for handling of vessels carrying containers including the berths and the area for landside operations.

Day:

Refers to a 24 hrs day. For all charges specified 'per day', day starts at midnight and charges apply per day or part thereof.

Direct Delivery:

Refers to containers that discharge from or load to a vessel in the Port directly to or from the customer's own transport.

Free time:

Refers to the period that containers may stay in the Port without charge after being discharged from a vessel or before being loaded onto a vessel.

Freight Ton:

Refers to a cargo weight of 1,000 kg or cargo volume of 1 M3 whichever is greater.

Hazardous Cargo or Dangerous Cargo:

Refers to any material of hazardous nature or components as per the IMDG Code issued by the International Maritime Organization (IMO).

Length Overall:

Is the figure indicating the length of the vessel shown on the official registration papers carried by the vessel.

Loading / Discharging of Containers/Cargo:

Refers to the handling of the containers/cargo between the stowage position onboard the vessel and the position in the Container Yard of the Port.

Non-Cellular Vessel:

Refers to a vessel without cell-guides below deck and/or specific container stowage positions on deck.

Over dimensional:

Refers to containerized cargo that projects beyond the normal length, width or height of a container, or to containers that are different from the normal length, width or height for standard sea containers specified by the International Standards Organization.

Pilotage:

Refers to the service offered by the person appointed by the Port to assist the Master with the navigation of the ship while sailing within the Port limits.

Port Area:

Refers to the area owned, leased, managed or otherwise controlled by the Port.

Public Holiday:

Refers to any day declared as an official holiday by the Government of the Sultanate of Oman.

Storage or Demurrage:

Refer to the charges that are payable by the cargo interest for use of port storage facilities after expiry of the applicable Free time.

Transshipment:

Refers to containers landed in the Port from a vessel for the purpose of reshipment from the Port on another vessel. Such containers must not leave the Container Terminal from time of landing to time of reshipment.

Vessel:

Refers to any ship suitable for the carriage of Containers.

A-6 Abbreviations

CFS	Container Freight Station
CY	Container Yard
FCL	Full Container Load
IMO	International Maritime Organization
ISO	International Standards Organization
KW	Kilowatt
LOA	Length Overall
M	Meter
N/A	Not applicable
US\$	United States Dollar
V/V	Vice Versa

Container Terminal Tariff			
Description	Rate	Rate	Rate
Section B – Marine Charges			
(All Charges in US\$)			
B-1 Consolidated Marine Charge			
The Consolidated Marine Charge shown below is applicable for all vessels calling at a berth on the container terminal and includes Pilotage, Tugs, Berthing and Unberthing Charges, Port Dues and daily Sanitary Charge. Rate includes up to 24 hrs free waiting at the anchorage when available in case vessel arrives ahead of the berth availability.			
Port of Salalah reserves right to charge \$3,000 per day beyond 24 hours.			
Vessel LOA Category	First 12 Hrs Berth Time	Berth Time thereafter	
	(or part thereof)	(Per hour or part thereof)	
Up to 150m	2,250	50	
Over 150m up to 175m	2,750	60	
Over 175m up to 200m	3,500	70	
Over 200m up to 250m	4,250	90	
Over 250m up to 300m	5,250	100	
Over 300m up to 350m	7,750	125	
Over 350m up to 400m	10,250	150	
Over 400m	12,750	175	
Terms & Conditions			
• Any delay or Pilot kept waiting through fault of vessel or agent will be counted as berth time used			
• Any delay to tugs through fault of vessel or agent will be billed at US\$400 per tug per hour or part thereof			
• In case more tugs are utilized for any reason than the requirement as per Harbor Master's circular no 05/2000 (as updated from time to time), then these are chargeable at the rate of US\$400 per hour or part thereof			
• An delay to mooring gang through fault of vessel or agent will be billed at US\$100 per hour or part thereof			

• For billing purposes, only complete hrs starting and finishing on the hour are counted e.g. vessel berthing at 06:25 hrs and un-berthing at 19:45 hrs counts at 12 complete hrs from 07:00 to 19:00 hrs so in this case no additional berth time over first 12 hour period will be billed			
B-2 Other Charges			
Use of common skip at berth (compulsory per visit)		68.77 per skip	
Charge for additional skips requested per day		68.77 per skip	
Fresh Water		5.20 per metric ton	
Electricity		0.08 per KW-hour	
Rat Guard for mooring ropes per day		15.00 per guard	
<u>Terms & Conditions</u>			
• Charge for additional skip includes cost of placing the skip at the berth			
• Fresh water supply is subject to minimum 10 tons per delivery			
• Vessels without Rat Guards will be required to hire from the Port			
B-3 Anchorage charges:	O.R.	US\$	
1. The inner anchorage which is inside the breakwater is used predominantly during Khareef as sheltered anchorage but also other times of the year by various vessels. This is presently not a designed anchorage so standard anchorage fees are not applicable. There has been a demand from the various users of the port to publish a tariff for using this anchorage.			
a) Vessels of LOA up to 150M per 24 hours or part thereof	500.000		
b) Vessels of LOA greater than 150 M to a max of 180 meters per 24 hours or part thereof	800.000		
2. The north anchorage is not a designated anchorage but is used for vessels with draft of less than 9 M. It however provides shelter for such small vessels. It is therefore proposed to charge rates as below:			
Up to LOA 75 m	50.000		
Above 75 but below LOA 100m	150.000		
Above 100 but below LOA 150m	250.000		
Above 150 but below LOA 200m	350.000		
Availability of anchorage is subject to port convenience.			

In case of long stay which exceeds 15 days, the Port may suitably increase the tariff depending on prevailing circumstances.			
Section C – Other services			
C-1 Boat Services Charges:			
The following charges will be applied:			
1. Vessels calling for cargo operation			
a) Pilot Boat per service		1,000.00	
b) Tug Boat per service		2,000.00	
2. Vessels calling for non-cargo operation			
a) Pilot Boat per service		1,500.00	
b) Tug Boat per service		2,500.00	
3. Transfer of Spare parts, Stores by Tug Boat to Anchorage			
USD 1,500 per hour or part of an hour starting of loading and completing when Tug is back to berth			
4. Special Boat Transfer during Khareef			
During monsoon "Khareef" the port will endeavor to provide special boat transfer services subject to weather conditions, whether outside or inside harbor. During the above period, the following consolidated rates shall apply:			
1. Transfer of up to 5 persons, per boat per trip		2,500	
2. Transfer of spares or provisions by Tug Boat, per trip		3,500	
The above rates include services of tugs and pilot if transfer takes place either inside or outside the harbor but excludes port dues. In the case of vessels which cannot be safely brought into the harbor due to type of vessel, LOA, draft, etc. the port will attempt to carry out the transfer outside only which will be subject to weather conditions.			

C-2 Fendering services at Port of Salalah			
In order to improve services to our customers, port has increased capacity to provide floating fendering services for vessels that requires such services. The fendering services are offered with the following conditions:			
1. Port Fenders will be used as first option.			
2. A service request need to be sent to port control in good time prior to vessel arrival			
date to book the services			
3. Hiring rate is RO 95 per fender per day or part of a day excluding handling charges.			
4. Third Party fenders can be used in case non availability of port fenders. In such cases a levy of RO 45 per fender per day or part of a day will be charged for following such use. This applies for vessel's own floating that is carried onboard.			
5. Third party fenders have to be clearly marked for easy identification.			
C-3 - Charges for port clearance/work permission/services			
1. In order to compensate for resources used up in attending to issue of various clearances a charge of OMR 10 for each of the below mentioned services shall apply:			
1. Hot work permission			
2. Bunkering permission			
3. Oil transfer permission			
4. Diving permission			
5. Hull/propeller/sea chest cleaning			
6. Oily water/grey water discharge			
7. Issue of Port clearance			
8. Engine Immobilization			
9. Ship's boat lowering in water for any purpose other than drill			
10. Change of registry			
11. Change of ship's name			
12. Change of agent			
13. Charge for signing of "Note of Protest".			

Section D - Environment Fees, etc			
D-1 Tier 2 Environment fee to be applied to all vessels calling Port of Salalah.			
Pursuant to a Ministerial directive dated 10th December 2005 by the Government of Oman through the Ministry of Regional Municipalities Environment and Water Resources(MRMEWR) all industries - either directly or indirectly associated with Hydro-Carbon substances must ensure a Tier II Environmental Cover is in place to handle Oil Spill Recovery for all incidents whether off shore or onshore. Clean Globe Gulf LLC has been mandated to be the Oil Spill Removal Organization for Port of Salalah. The Government has also instructed that Salalah Port Service Co SAOG being the designated port Authority should be responsible for the collection of the Tier II Environmental Fee for all entities using the port.			
The port had subsidizing the levies until 30th September 2009 and has not passed on the charges to the customers. However, as this could not be sustained and it is fair to expect the port users to share some part of the burden, therefore a token levy charge on each vessel calling the port was implemented effective 1st October 2009			
Type of vessel Charges			
General Cargo vessels and Container vessels- per call	45.000		
Non Cargo / Non-Operational Vessels			
At anchorage - for every 7 days	100.000		
At berth- every 7 days	200.000		
(not to be levied in case vessel has had cargo operations in the same call)			
Liquid bulk cargo per Freight Ton loaded or discharged	0.020		
Naval vessels - per call (Omani Navy and ROP vessels are exempt)	100.000		
Yachts and other pleasure crafts - per call	20.000		
Cruise Vessels - per call	200.000		
Launches / Dhows- per call	10.000		

Section E – Charges for Containers			
E-1 Loading / Discharging of Import / Export Containers			
	Up to 20'	Over 20'	
Loaded Containers	75.00	115.00	
Empty Containers	30.00	40.00	
Terms & Conditions			
• No volume incentive applicable on import / export container rates			
• Additional charge of <i>US\$ 50</i> per container for hazardous containers including empty container with cargo residue, and additional charge of <i>US\$ 100</i> per container for IMO classes 1, 5.2, 6.1, 6.2, 7 and other hazardous cargoes requiring special handling. Shifting and sweeping charges shall apply on containers with cargo residue			
• Direct delivery is not normally allowed and even if it is, no discount on these rates is applicable			
• Non-cellular vessels are not normally handled at the terminal; in case Port agrees to handle 25% additional charge is applicable			
• 10% additional charge for Public Holiday working			
• Rates include lashing and unlashng charges			
• Minimum billing of <i>US\$5,000</i> per vessel call for total loading/unloading of Import/Export and Transshipment containers			
E-2 Loading / Discharging of Transshipment Containers			
	Up to 20'	Over 20'	
Loaded Containers	140.00	200.00	
Empty Containers	100.00	140.00	

Volume Discount rates are offered on Transshipment Container rates based on total number of moves within a <i>calendar year</i> as follows:			
More than 10,000 moves	Up to 20'	Over 20'	
Loaded Containers	120.00	170.00	
Empty Containers	90.00	130.00	
More than 25,000 moves			
Loaded Containers	100.00	130.00	
Empty Containers	80.00	115.00	
More than 50,000 moves			
Loaded Containers	90.00	120.00	
Empty Containers	75.00	105.00	
Terms & Conditions			
• Rates shown are for full cycle i.e. Vessel to CY to Vessel			
• One full cycle counts as two moves			
• Half the applicable rate is billed against the inbound vessel and half the applicable rate against the outbound vessel			
• Additional charge of <i>US\$ 50</i> per container for hazardous containers including empty container with cargo residue, and additional charge of <i>US\$ 100</i> per container for IMO classes 1, 5.2, 6.1, 6.2, 7 and other hazardous cargoes requiring special handling. Shifting and sweeping charges shall apply on containers with cargo residue.			
These charges covers full cycle i.e. Vessel to CY to Vessel.			
• Non-cellular vessels are not normally handled at the terminal, in case Port agrees to handle 25% additional charge is applicable			
• Credit notes for volume discounts will be issued at the end of each calendar year upon application by the line.			
Import / Export Container and Restow moves (restow counts as one move) can be counted in Volume of moves but Volume Discount rates are only applicable on Transshipment Containers			
• 10% additional charge for Public Holiday working			
• Rates include lashing and unlashng charges			
• Minimum billing of <i>US\$5,000</i> per vessel call for total loading/unloading of Import/Export and Transshipment Containers			
E-3 Restows / Hatch covers / Gear box			
Any Restow	60 per		

	container		
Hatch cover, Pontoons, stacking frames	120 per unit		
Gear box	100 per unit		
Terms & Conditions			
• No volume incentive applicable on restow rates			
• 10% additional charge for public holiday working			
E-4 Use of Special Equipment			
Each Lift	100 per container		
Terms & Conditions			
• Applicable to each lift under E-1, E-2, E-3, E-7, and E-8			
E-5 Freetime and Container Storage Rates			
Free time is applicable as follows:			
Import / Export Loaded Containers (except categories below)			7 days
Empty Containers			15 days
Transshipment (except categories below)			15 days
Hazardous Cargo Containers			0 days
Over dimensional Containers			7 days
Thereafter storage charges apply as follows:			
Import / Export Loaded Containers:	Up to 20'	Up to 40'	Over 40'
Per day for first 7 days	5.00	10.00	11.25
Per day for next 7 days	7.50	15.00	17.00
Per day for next 7 days	10.00	20.00	22.50
Per day thereafter	20.00	40.00	45.00

Transshipment and empty Containers:			
Per day for first 7 days	3.75	7.50	8.50
Per day for next 7 days	5.50	11.00	12.50
Per day for next 7 days	7.50	15.00	17.00
Per day thereafter	15.00	30.00	34.00
Terms & Conditions			
<ul style="list-style-type: none"> For Import and Transshipment Containers, Free time commences on the day of discharge of the vessel, and demurrage charges stop on the day container leaves the port or is loaded on a vessel. For Export Containers, Free time commences on the day the container entered the Port, and demurrage charges stop on the day container is loaded on the vessel 			
<ul style="list-style-type: none"> Storage charges for Over dimensional containers are <i>thrice</i> the above rates 			
<ul style="list-style-type: none"> Storage charges for Hazardous Cargo Containers are US\$150 per day for 7 days and double thereafter. This charge is also applicable to any leaking container 			
<ul style="list-style-type: none"> Cleaning of leakage area will be charged at actual plus 10% 			
E-6 Charges for Refrigerated Containers			
Electric Supply / Plugging / Unplugging of Refrigerated Containers per day	30 per container		
Monitoring of Refrigerated Containers per day	5 per container		
Hot stuffed Refrigerated Containers	50 per container		
Terms & Conditions			
<ul style="list-style-type: none"> Charges commence from the day container is plugged into Port electricity supply 			
<ul style="list-style-type: none"> Hot stuffed Refrigerated container charges apply upon notification to the line. Port does not accept liability on such containers. 			
E-7 Shifting Charges			
Within Container Terminal	60 per container		
Within Port Area	90 per container		
Terms & Conditions			
<ul style="list-style-type: none"> Rate includes one move and the associated lift on / lift off if applicable 			

E-8 Truck Loading / Unloading			
For each loading or unloading	25 per container		
<u>Terms & Conditions</u>			
• Truck loading / unloading charge applies to all import/export containers that are delivered and received at the CY both loaded and empty			
• 10% additional charge on public holidays			
E-9 Weighing of Containers			
Use of Weighbridge, per weighment	15.00		
<u>Terms & Conditions</u>			
• The above rate is exclusive of any shifting that may be required which will be charged in addition			
E-10 X-Ray Inspection of Containers			
Use of X-Ray Inspection Machine, per inspection	30.00		
<u>Terms & Conditions</u>			
• The above rate is exclusive of any shifting that may be required which will be charged in addition			
E-11 Delays to Crane			
After 30 minutes idling, per hour or part thereof 300 per crane			
<u>Terms & Conditions</u>			
• Also applicable in case of cancellation of call or delay in vessel arrival without at least 24 hrs advance notice			
E-12 Miscellaneous Services			
	Up to 20'	Over 20'	
Sweeping Containers	15.00	30.00	
Washing Containers *	30.00	60.00	
Fitting or removing Tarpaulins	25.00	50.00	

Unstuffing/(re)stuffing of cargo			
In Customs Inspection area	60.00	120.00	
Knocking down ends of Flatbed Containers, per unit	12.50		
Bundling Flatbed Containers, per bundle	50.00		
Application/removal of placards, per placard	7.50		
Cost of placard if provided by Port, per placard	5.00		
Seal number checking at gate, per seal*	7.50		
Seal number checking in the yard and at vessel side, per seal*	25.00		
Seal fixing (customer provides seal), per seal	7.50		
Measuring Over dimensional containers, per container*	50.00		
PTI (Pre Trip Inspection) for Reefer Containers (excluding cleaning & washing), per container*	50.00		
Retrieving Data from Data Logger, per container	20.00		
Inspection of damaged / leaking boxes, per container*	200.00		
Inspection of reefer malfunction on board, per container*	50.00		
<u>Terms & Conditions</u>			
• The above rates are exclusive of any shifting(s) that may be required which will be charged in addition			
E-13 Administrative Charges			
Data Amendment, per container	15.00		
Re-nomination Charge, per container	50.00		
Document or printout issued at request of customer, per document	25.00		
Fine for Undeclared, wrongly declared, poorly stowed or incorrectly packaged:			
Hazardous Cargo Every Offence	700.00		
Over dimensional Containers Every Offence	700.00		
<u>Terms & Conditions</u>			
• Data Amendment charge applies in, but is not limited to, the following cases:			
o Transshipment to local and V/V			
o CY to CFS delivery and V/V			
o Non-declaration of Port of Discharge after operational cut-off			
o Change in Port of Discharge after operational cut-off			
o Non-declaration of outbound carrier after operational cut-off			
o Change in outbound carrier and/or outbound vessel after operational cut-off			
• Any Data Amendment that involves the box being			

shifted from one stack to another will also incur shifting charge			
• Re-nomination Charge applies to Containers booked for a particular vessel but not shipped for whatever reason, and includes both data amendment and shifting charge			
• Over dimensional Container Fine includes cost of measuring cargo, decision of the Port is final in case of any dispute			
• Hazardous Cargo and over dimensional Container Fines are exclusive of any separate penalties that may be levied by Government Authorities			
E-14 Charges for Break Bulk Cargo at Container Terminal			
Loading/Discharging of Break Bulk Cargo			
Import, Export or Transshipment Cargo will be billed at a rate of 25 times the applicable tariff or contractual load/discharge rate for a 20' laden container, for each hour of operation prorated.			
<u>Terms & Conditions</u>			
• Charges as per E-11 Delays to Crane are applicable			
• Use of non-standard handling equipment, including, but not limited to, slings, chains, wire ropes and shackles, shall be billed at the applicable rate as per the General Cargo Terminal Tariff			
• For the purposes of this section, an assumption is made of standard crane productivity at the container terminal of 25 moves per hour.			
• Additional manpower charges as required for the operations will be applicable as per General Cargo Terminal Tariff			
• Additional equipment charges as required for the operations will be applicable as per General Cargo Terminal Tariff			
• Storage charges as per GCT tariff to apply - Section B1			
• Shifting will be based on equipment usage			

Section F – Charges at CFS (Container Freight Station)			
(All Charges in US\$)	Up to 20'	Over 20'	
F-1 Composite Rate CY to CFS or V/ V	160.00	220.00	
Terms & Conditions			
• Rate includes:			
o Inbound Container-shifting of loaded box from CY to CFS, un-stuffing, and shifting of empty box back to CY			
o Outbound Container-shifting of empty box from CY to CFS, stuffing, and shifting of loaded box back to CY			
• Data Amendment charge applies on inbound CFS boxes not declared prior to operational cut-of			
• Additional charges will be levied for un-stuffing or stuffing cargoes requiring additional labor or equipment			
F-2 Goods Receiving or Delivering Charge to / from CFS			
All Cargo \$8.00 per Freight Ton			
Terms & Conditions			
• Free time and Demurrage at CFS applies as per General Cargo Terminal tariff Free time and Demurrage Schedule			
• Additional charges will be levied for receiving or delivering cargoes requiring additional labor or equipment			

Section G - Entry pass, etc*	O.R.		
G-1 Port entry pass			
a) Individual entry fee: (Port reserves the right to admission)			
Daily	0.500		
Weekly	2.000		
Monthly	5.000		
Annual	25.000		
b) Vehicle entry fee based on seating capacity of the vehicle: (Port reserves the right to admission)			
Seating capacity 1 - 14 (including 4 wheel drives)			
Daily	5.000		
Weekly	10.000		
Monthly	30.000		
Annual	100.000		
Seating capacity 15-25 (Port reserves the right to admission)			
Daily	7.000		
Weekly	14.000		
Monthly	42.000		
Annual	140.000		
Seating capacity above 25 (Port reserves the right to admission)			
Daily	10.000		
Weekly	20.000		
Monthly	60.000		
Annual	200.000		
c) Truck entry fee (Port reserves the right to admission)			
Daily	5.000		
Weekly	10.000		

Monthly	30.000		
Annual	100.000		
Note: Port users shall pre-agree the applicable charges with the port for items which are not specifically stated in the published tariff.			
<i>*Effective from 15th January 2013</i>			

Schedule V – Hire of Equipment				
For use in discharging / loading (<i>subject to minimum 2 hours</i>)				
Equipment	Capacity	Unit	R.O.	US\$
Fork Lift	3 tons	Per hour	8.000	20.80
Fork Lift	5 tons	Per hour	9.000	23.40
Fork Lift	6 tons	Per hour	9.000	23.40
Fork Lift	10 tons	Per hour	12.000	31.20
Equipment	Capacity	Unit	R.O.	US\$
Fork Lift	15 tons	Per hour	15.000	39.00
Fork Lift	20 tons	Per hour	18.000	46.80
Crane	Up to 50 tons	Per hour	27.000	70.20
Crane	50 to 100 tons	Per hour	66.000	171.60
Trailer		Per hour	2.250	5.85
Low Bed Trailer		Per hour	2.250	5.85
Towing Tractor		Per hour	7.500	19.51
Reach Stacker	45 tons	Per hour	37.500	97.53
Bus	24 seater	Per hour	Net price + 25%	Net price + 25%
Bus	48 seater	Per hour	Net price + 25%	Net price + 25%
Ambulance		Per hour	30.000	78.00
Hire charges for container used as force protection barrier				45.00
Power pack hire charges OR 800.00 per day or part thereof			800.000	2,080.00
Hire charges of port grabs 06 CBM per hour or part thereof			15.000	
Hire charges of port grabs 12 CBM per hour or part thereof			25.000	
Hire charges of port grabs 21 CBM per hour or part thereof			35.000	
Special rate for lease of equipment outside of port boundary 100 % extra charges.				

Notes: a). All above equipment rates are inclusive of driver and fuel.				
b) The above rates will be increased by 50% on Thursday, Fridays & Public Holidays.				

Schedule VI – Maintenance and Repair		
Section A – Container Repairs		
	R.O.	US\$
PTI (Pre Trip Inspection) per Container	13.500	35.00
Repair – Man hour rate for machineries (unit)	13.500	35.00
Repair – Man hour rate for structural repairs (box)	9.500	25.00
Material Charges	Net price + 25%	Net price + 25%
Shifting container from yard to workshop and vice versa per box shall apply for PTI and repair containers	7.500	20.00
Downloading / retrieving and sending data through data logger per container	7.500	20.00
Receiving / delivering parts / materials from vessel to workshop and vice versa per hour	13.500	35.00
Washing Military Cargo		
20' Dry		161.00
40' Dry		215.00
20' Flat		161.00
40' Flat		215.00
Light vehicle		133.00
Heavy vehicle (wheeled)		145.00
Heavy vehicle (tracked) <25MT		145.00
Heavy vehicle (tracked) >25MT		145.00
Quadcon/tricon (each)		107.00
ISU container		107.00
General cargo (pallet or MT)		107.00
Inop vehicle surcharge		82.00

Shifting charges for washing containers - per unit		50.00
Request coordination with the CT ops team so that process of moving the designated cargo to the cleaning area and back is completely streamlined		
Cold storage*		
Charges per day	30.000	78.00
• Hire of personnel will be charged as per applicable tariff for cargo handling		
• Hirer shall be responsible for any damages to property or equipment		
Section B – Vessel Repairs (under normal conditions)	R.O.	US\$
Structural (welding, fabricating) - Per man hour	19.000	50.00
Mechanical, electrical or electronic – Per man hour	27.000	70.00
Gear box Certification – Per item	96.000	250.00
Section C – All Other Repairs (under normal conditions)	R.O.	US\$
Structural (welding, fabricating) - Per man hour	15.500	40.00
Mechanical, electrical or electronic – Per man hour	19.000	50.00
Material charges	Net price + 25%	Net price + 25%
Note: Port users shall pre-agree the applicable charges with the port for items which are not specifically stated in the published tariff. <i>* Effective from 15th January 2013</i>		