



Port of Salalah –2018 Tariff

Effective from 1st October 2018

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SCHEDULE I – INTERPRETATION AND GENERAL INFORMATION

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.

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.

C - Port Authority

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

D - The Port

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

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.

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.

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.

H - Cargo Handling

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

I - Documentation

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

J - Tugs

Tugs are available for berthing vessels.

K - Pilotage

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

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.

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.

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 August 1998 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.

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.

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

Q - Safety

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

R - Exchange Rate

The Riyal Omani is linked to the United States Dollar at a rate of 0.3845

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.

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.

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.

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.

W – Third party trucks entering the Port

Third Party Trucks & Equipment entering Container Terminal:

Any Third Party Trucks and or Equipment ("Third Party Equipment") entering into Container Terminal shall abide by the Standard Operating Procedures issued by SPS ("SOP"). The owner and/or the driver of Third Party Equipment shall obtain the SOP at the time of receiving his gate pass at the Port Gate Pass Office and/or from CT Gate Operations. The gate pass shall be issued until the validation of Royal Oman Police (ROP) registration card on Truck/trailer or the Equipment. The Third Party Equipment must have valid insurance cover including third party property damage insurance cover and a copy of the same should be submitted to Port Gate Pass Office. Without submission of insurance cover for the Third party Equipment and its operator, no gate pass will be issued. The rules and regulations, inside the terminal is different than outside. The third party truck shall be held liable and responsible, in case of there is any accidental damage to Port's property due to non-compliance of Port rules and Regulations. The repair cost of Port property shall be recovered from Third Party Equipment owner before leaving the Terminal and/or after releasing the guarantee / indemnity note issued by its owner. For clarity, the Port equipment known as "Yard Handling Equipment" and shall be working inside the terminal and will not bear any registration plates

Any operator, with their Third Party Equipment, entering into Container Terminal shall liaise with SPS HSSE department before entering the Container Terminal and shall strictly comply with the said SPS Rules and Regulations. At any point of time, the Terminal shall not be responsible or liable for any damage caused to or by the Third Party Equipment. Despite the intervention of any statutory authority, the Third Party Equipment owners shall bear all consequences and costs to repair / replace the Port equipment to its original condition.

Third Party Trucks & Equipment entering General Cargo Terminal:

Any Third Party Trucks and or Equipment ("Third Party Equipment") entering into General Cargo Terminal shall abide by the Standard Operating Procedures issued by SPS ("SOP"). The owner and/or the driver of Third Party Equipment shall obtain the SOP at the time of receiving his gate pass at the Port Gate Pass Office and/or from GCT Gate Operations. The gate pass shall be issued until the validation of Royal Oman Police (ROP) registration card on Truck/trailer or the Equipment. The Third Party Equipment must have valid insurance cover including third party property damage insurance cover and a copy of the same should be submitted to Port Gate Pass Office. Without submission of insurance cover for the Third party Equipment and its operator, no gate pass will be issued. The rules and regulations, inside the terminal is different than outside. The third party truck shall be held liable and responsible, in case of there is any accidental damage to Port's property due to non-compliance of Port rules and Regulations. The repair cost of Port property shall be recovered from Third Party Equipment owner before leaving the General Cargo Terminal and/or after releasing the guarantee / indemnity note issued by its owner. For clarity, the Port equipment known as "Yard Handling Equipment" and shall be working inside the terminal and will not bear any registration plates. At any point of time, the Terminal shall not be responsible or liable for any damage caused to or by the Third Party Equipment. Despite the intervention of any statutory authority, the Third Party Equipment owners shall bear all consequences and costs to repair / replace the Port equipment to its original condition.

Any operator, with their Third Party Equipment, entering into General Cargo Terminal shall liaise with SPS HSSE department before entering the General Cargo Terminal and shall strictly comply with the said SPS Rules and Regulations.

SCHEDULE II – MARINE CHARGES

1. Anchorage Charges

Vessels which request anchorage at Port of Salalah for reasons other than cargo operations shall be billed in accordance the Port of Salalah Tariff. **Vessels waiting at anchorage due non-availability of berth shall not be charged anchorage fees.**

Duration	North Anchorage per day or part thereof (max permitted draft 9 M)	Anchorage charges for A, B, C and D per 24 hours or part thereof for vessels arriving for cargo operations	Anchorage charges for A, B, C and D per 24 hours or part thereof for vessels arriving for non-cargo operations
UPTO 60 M	USD 130	USD 5	USD 10
60 -74 M	USD 130	USD 20	USD 40
75-100 M	USD 390	USD 35	USD 70
100-149 M	USD 650	USD 50	USD 100
150-169 M	USD 910	USD 75	USD 150
170-174 M	USD 910	USD 100	USD 200
175 – 184 M	USD 910	USD 100	USD 200
185-199 M	USD 910	USD 100	USD 200
200-249 M	Not permitted	USD 125	USD 250
250-300 M	Not permitted	USD 150	USD 300
301-349 M	Not permitted	USD 175	USD 350

2 Consolidated Marine Charges

LOA	Container Vessels		Navy Vessels		Passenger Ships and Motor Yatch	
	Upto 12 hours or part thereof	After 12 hours per hour or part thereof	Upto 12 hours or part thereof	After 12 hours per hour or part thereof	Upto 12 hours or part thereof	After 12 hours per hour or part thereof
UPTO 60 M	USD 2250	USD 50	USD 2250	USD 50	USD 2250	USD 50
60 -74 M	USD 2250	USD 50	USD 2250	USD 50	USD 2250	USD 50
75-100 M	USD 2250	USD 50	USD 2250	USD 50	USD 2250	USD 50
100-149 M	USD 2250	USD 50	USD 2250	USD 50	USD 2250	USD 50
150-169 M	USD 2750	USD 60	USD 2750	USD 60	USD 2750	USD 60
170-174 M	USD 2750	USD 60	USD 2750	USD 60	USD 2750	USD 60
175 – 184 M	USD 3500	USD 70	USD 3500	USD 70	USD 3500	USD 70
185-199 M	USD 3500	USD 70	USD 3500	USD 70	USD 3500	USD 70

LOA	Container Vessels		Navy Vessels		Passenger Ships and Motor Yatch	
DURATION	Upto 12 hours or part thereof	After 12 hours per hour or part thereof	Upto 12 hours or part thereof	After 12 hours per hour or part thereof	Upto 12 hours or part thereof	After 12 hours per hour or part thereof
200-249 M	USD 4250	USD 90	USD 4250	USD 90	USD 4250	USD 90
250-300 M	USD 5250	USD 100	USD 5250	USD 100	USD 5250	USD 100
301-349 M	USD 7750	USD 125	USD 7750	USD 125	USD 7750	USD 125
350-400 M	USD 10250	USD 150	USD 10250	USD 150	USD 10250	USD 150
>400 M	USD 12750	USD 175	USD 12750	USD 175	USD 12750	USD 175

LOA	Bulk Carriers and General Cargo Vessels.		Tankers	
DURATION	Upto 24 Hours or part thereof	Every 24 Hours or part thereof	Upto 24 Hours or part thereof	Every 24 Hours or part thereof
UPTO 60 M	USD 2000	USD 1000	USD 4500	USD 1300
60 -74 M	USD 2750	USD 1000	USD 4500	USD 1300
75-100 M	USD 2750	USD 1000	USD 4500	USD 1300
100-149 M	USD 3000	USD 1000	USD 4500	USD 1300
150-169 M	USD 3250	USD 1400	USD 5500	USD 1800
170-174 M	USD 3250	USD 1400	USD 5500	USD 1800
175 – 184 M	USD 3500	USD 1600	USD 5500	USD 1800
185-199 M	USD 3500	USD 1600	USD 5500	USD 1800
200-249 M	USD 4000	USD 1900	USD 6500	USD 2300
250-300 M	USD 5000	USD 2500	USD 8500	USD 3300
301-349 M	USD 5500	USD 3000	USD 10500	USD 4300

LOA	Dhows	
	For Cargo operations for every 7 days or part thereof	For Non-cargo operations for every 7 days or part thereof
Upto 60 M	USD 750	USD 300
60 – 100 M	USD 850	USD 400
Beyond 100 M	USD 1000	USD 500

LOA	Bunker Barge per move
Upto 150 M	USD 1300
150 – 200 M	USD 1800
Beyond 200 M	USD 2300

Terms & Conditions:

- Above charges include, Pilotage, Mooring/ Unmooring, Pilot Boat, Tug, tugs rope & Common garbage skips.

- One Shifting will be free for Bulk Carriers alongside for cargo operations.
- Surcharge of 100 % will be levied for vessels disabled due to any defect.
- Vessels waiting at anchorage after completion of cargo operation in the port will be considered as Vessels waiting at anchorage for non-cargo operations and charged accordingly.
- Any delay or Pilot kept waiting through fault of vessel or agent will be counted as berth time used and an additional penalty of USD 500 per hour will be levied in addition to Consolidated Marine charges
- Tug and Barge will be charged as per individual LOA plus a one time surcharge of USD 500.
- Any delay to tugs through fault of vessel or agent will be billed at USD 500 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 USD 500 per hour or part thereof
- An delay to mooring gang through fault of vessel or agent will be billed at USD 250 per hour or part thereof
- A 25% of Consolidated Marine charges shall apply for vessel calls cancelled within 24 hours of reserved berthing time
- Vessels in distress or disabled vessels will be only accepted after written approval from the Harbor Master
- **Exempted vessels:**
The following vessels or classes of vessels shall be exempted from payment of port dues:
 1. Vessels in the service of the Sultanate of Oman
 2. 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
 3. Tenders of any recognized buoyage, lighting or navigational aid service
 4. Pleasure yachts of under 20 tons NRT
 5. Country craft which is generally defined as dhow or small ship of wooden construction under 100 tons DWT
 6. Vessels exempted from the payment of Port dues by the Government of the Sultanate of Oman

3 Delay in vessel operations or vessel staying alongside after completion of operations

Vessel occupying berth due to any reason associated to ship / shipper failing to perform operations 2 hours beyond berthing (when vessel has come alongside for cargo operations) or failing to vacate berth 1 hour after completion of operation (other than waiting for Pilot) after Port control asks for berth to be vacated will be subject to the following charges:

	Nature of Service provided	Rate in USD
	First 2 hours beyond permitted period (per hour or part thereof)	250.000
	For next 2 hours or part thereof	500.000
	Subsequent period per hour or part thereof	1500.000

4 Fender Services

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 OMR 125 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 OMR 75 per fender per day or part of a day will be charged for following such use. This applies for vessel's own fenders that is carried onboard.
5. Third party fenders have to be clearly marked for easy identification.

5 Cavotec / Shore Tension

		Rate in USD
1	Charges for use of Cavotec mooring system per day or part thereof	8,000
2	Shore Tension mooring system per day or part thereof (for 4 Units)	6,000
3	Shore Tension mooring system per day or part thereof (for 2 Units)	4,000

NOTE:

Use of Cavotec / Shore Tension is not mandatory for vessels and will be provided subject to availability.

Charges shall be levied on non-container vessels if equipment is requested.

Charges shall apply to Container vessels if the same is requested during non – operational stay.

6 Environment Fees, etc.

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. 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. Wherever applicable part of the day will also be considered a full day

	Type of Vessel	Rate in OMR
1	Non Cargo / Non-Operational Vessels At anchorage - for every 7 days At berth- every 7 days Charge will not to be levied in case vessel has cargo operations in the same call. In the event that a vessel is at anchorage and at berth within the same 7 day charging period, only the Environmental Fee at berth shall be charged for the period."	100.000 200.000
2	General Cargo vessels and container vessels – per call	45.000
3	Liquid bulk cargo per Metric Ton loaded or discharged / transshipped	0.050
4	Naval vessels - per call (Omani Navy and ROP vessels are exempt)	100.00
5	Yachts and other pleasure crafts - per call	30.000
6	Cruise Vessels - per call	200.000
7	Launches / Dhows – per call	30.000

7 Charges for permissions / port clearance / miscellaneous services.

		Rate in OMR
1	Hot work permission	10.000
2	Bunkering permission	10.000
3	Oil transfer permission	10.000
4	Diving permission	10.000
5	Hull/propeller/sea chest cleaning	10.000
6	Oily water/grey water discharge	10.000
7	Issue of Port clearance	20.000
8	Engine Immobilization	10.000
9	Ship's boat lowering in water for any purpose other than drill	10.000
10	Change of registry	10.000
11	Change of ship's name	10.000
12	Change of agent	10.000
13	Charges for signing of "Note of Protest".	10.000
14	Inspection of vessel by marine dept. officer- hourly charges	150.00
15	Additional mooring charges per move for berthing and unberthing of vessels using wire ropes	50.000
16	Charges for cancellation of Pre Arrival notice	20.000
17	Removing of berth curbstones or safety barrier per curbstone	230.00

8 Charges for Keeping launches / dhows / Yacht on Jetty / Yard.

	Nature of Service provided	Rate in OMR
1.	First period: For the initial period of 28 days per GRT per 7 day or part thereof	0.500
2.	Second Period : For the second period of 14 days per GRT per 7 days or part thereof	0.750
3.	Third Period: For each subsequent period of 7 days or part thereof per GRT	1.000

Note :

- a. Equipment used for lifting out on/to the jetty/sea will be charges extra as per the tariff
- b. Port of Salalah will not be held responsible for any damage, fire or any claim from the launch Owner for any reason whatsoever during their stay on Jetty.
- c. Owners will be required to obtain prior approval for any mechanical work (welding) from the fire-fighting / Marine sections (Harbour Master's office) and relevant charges as per Section M-3 shall be levied.

- d. Owners will be fully responsible for their own Launches/ Dhow/ Yacht or any third party and port of properties as and when any damage occur due or because their work /repairs carried out on jetty or yard.
- e. Deposits on approximate calculated storage period must be kept with the Port before service is rendered
- f. It is the Launch/Dhow/ Yacht owners' responsibility to make sure that the Jetty/Yard and surrounding area are maintained clean and tidy during or after their lifting or maintenance work. If there is a failure to comply, the port reserves the exclusive right to undertake the cleaning works and recover the same from the owner.

9 Other services

	Nature of Service provided	Rate in OMR
A-3	Boat Service Charges	
1	Vessel Calling for Cargo Operations	
	a) Pilot Boat per service	400.00
	b) Tug Boat per Service	800.00
2	Vessel Calling for non-cargo operation	
	c) Pilot Boat per service	600.00
	d) Tug Boat per Service	1000.00
3	Transfer of Spare parts, Stores by Tug Boat to Anchorage (per hour or part of an hour) Time to commence from the time the tug casts off from berth to the time the Tug is back to berth.	600.00
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:	
	Transfer of up to 5 persons (per Trip)	1000.00
	Transfer of spares or provisions by Tug Boat	1400.00
	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	

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 (FRT) unless otherwise specified. Freight ton (FRT) will be determined by weight or measurement whichever is higher.

1 Discharging of imports

		Rate in OMR
1	General Cargo including all bagged cargo (bagged cement included) including project cargo	1.500
2	Foodstuffs and Medicines including animal feed	0.865
3	Iron or Steel bars, pipes, tubes, channels, mesh, girders, sheets and angles in crates of not less than 500 kg.	1.9500
4	Plywood, hardboard, chipboard, blackboard, lamina board, Timber (including poles and logs) and other similar laminated wood products In Crates / packed in Bundles Loose	1.500 3.500
5	Unpacked vehicles, mobile mechanical equipment, trailers and Caravans per FRT	4.000
6	Wharfage – as per relevant cargo rates (discharge and loading will be taken as separate activities and charged separately in addition to the normal charges)	0.190
7	Hatch Cleaning charges (per Hatch)	112.500
8	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, gang (minimum 2 hours) and equipment utilized to handle the cargo will be charged separately in addition to the normal stevedoring charge.	2.500
9	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.	

2 Loading of 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 **OMR 5.000** per each Shipping Note.

2.1		Rate in OMR
1	General Cargo	
a	Direct delivery to quay	1.850
	Conditions for direct delivery: Block Stowed homogenous cargo. Pre-sling cargo will be given a 10 % discount on the above rate. Equipment shall be charged separately Gangs shall not be charged from 0800 to 1700 Hrs (Sunday to Thursday except Public Holidays)	
	Cargo loaded Ex Barge or Coaster	
	Goods loaded direct from barge lying alongside vessels will incur normal stevedoring charges plus 50 % if port labor is supplied in barges	
b	Indirect delivery per FRT	3.200
	Conditions for indirect delivery: Pre-sling cargo will be given a 10 % discount on the above rate. Charge includes handling at the yard Equipment used in the yard and alongside vessel shall be charged separately Gangs shall not be charged from 0800 to 1700 Hrs (Sunday to Thursday except Public Holidays)	
2.2	Unpacked vehicles	Rate in OMR
	Unpacked vehicles, mobile mechanical equipment, trailers and caravans per FRT Lifts over 25 MT must be shipped direct	4.000
2.3	Live Animals both load and discharge	Rate in OMR
	Sheep / Goat per head	0.750
	Cow per head	1.500
	others per head	2.000
	Live animals must be shipped direct.	
2.4	Unloaded Export Cargo	Rate in OMR
	Extra charges for unloaded export cargo:	
	General cargo per ton FRT.	1.500
	Unpacked vehicles, mobile mechanical equipment, trailers and caravans per FRT	4.000

2.5	Dhow and Launch Cargo	Rate in OMR
	Cargo discharge/loaded from/to dhows and country crafts will be assessed as shown subject to a minimum charge of OMR 5.000 per bill of lading. General cargo per FRT Metal Scrap, per FRT Vehicle, Mobile Mechanical equipment per unit Consignments landed to quay and remaining in the Port for more than 24 hrs upto 7 days per FRT Inclusive of manpower and equipment for receiving cargo from trailer, storage, shifting to quay and loading on vessel. Shore crane used for loading on dhow only will be charged separately	 0.350 1.500 15.000 3.750

A fine of OMR 150.000 will be imposed on the importer for any wrong declaration of tonnage exceeding + or -10% of actual tonnage

Demurrage charges for general cargo under this schedule will be applicable after 14 days

Demurrage invoices shall be raised **every 7 days** or part thereof even if cargo has not been evacuated and has to be paid within stipulated credit period.

Use of port equipment is not included

An administrative charge of OMR 10 will be charged for change in carrier, bill of lading or custom clearance.

3 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 **OMR 5.000** per bill of lading. Freight Ton will be determined by weight or measurement whichever is higher.

		Rate in OMR
1	General cargo including bagged cargo other than foodstuff including bagged cement	1.300
2	Foodstuff and medicine including animal feed	0.750
3	Iron and steel bars, pipes, tubes channels, mesh, girders, Sheets and angles in crates not less than 500kg.	1.500
4	Plywood, hardboard, chipboard, blackboard, lamina board, Timber (including poles and logs) and other similar laminated wood products In Crates / packed in Bundles Loose per cubic meter	1.500 2.250
5	Unpacked vehicles, mobile mechanical equipment, trailers and caravans per FRT	4.000
6	Heavy lifts (5 tons and over excluding vehicles and mechanical equipment) per FRT	1.500
7	Frozen Fish per FRT	0.300
8	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 vessel's agent or importer/exporter shall be responsible to arrange, at their cost, the equipment required for the operation. Upto 2 Million MT From 2 Million MT Volume rates are incremental. Dry Bulk cargo remains inside the port area for a period for beyond 60 days will be subject to storage charges of OMR 0.200 per month per square meter. Liquid Bulk Cargo (per Metric Ton)	0.800 0.600 0.600

Section C – Demurrage (Import / Export)

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 and 3rd period (in OMR)	4th period onwards (In OMR)
General cargo, Foodstuff and Medicines, Iron and steel, timber and Plywood		0.100	0.90
Unpacked vehicles, mechanical equipment, trailers and caravans irrespective of size		2.500	15.000
Bagged cement and hydrated lime		0.075	0.75
<p>Period is calculated as follows: 1st period- 7 days (or part thereof) after the free days 2nd 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 Demurrage invoices shall be raised every 7 days or part thereof even if cargo has not been evacuated and has to be paid within stipulated credit period.</p>			

Section D - Re-marking / Labelling

On request damaged packages will be re-marked/ labeled at the following rates subject to a minimum charge of OMR 1.500.

	Rate in OMR	Rate in USD
Re marking with brush and paint, per package	0.150	0.39
Attaching pre-printed labels, per package	0.075	0.19

Section E - Examination of Damaged Goods

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.

Section D – 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

D-1 General Cargo:
a. One Month for perishable general cargo
b. Three Months for non-perishable General Cargo
c. Six Months for Dry bulk cargo
D-2 Containerized Cargo:
a. One Month for Refrigerated Containerized Cargo and other cargo considered perishable
b. Three Months for all other Containerized Cargo

Section E– 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 14**

days from final date of discharge of the importing vessel.

Section F – Transshipment Cargo Transshipment cargo is charged as follows, Stevedoring and Handling charges included (Full Cycle)

Vehicle T/shipment	0-10 K units	10 – 20K units 10 % discount	20 - 30K units 20% discount	>30K units 30 % discount
Upto 1.5 Metric Tons	USD 45.00	USD 40.50	USD 36.00	USD 31.50
1.5 to 5 Metric Tons	USD 50.00	USD 45.00	USD 40.00	USD 35.00
5 to 15 Metric Tons	USD 70.00	USD 63.00	USD 56.00	USD 49.00
Over 15 Metric Tons	USD 90.00	USD 81.00	USD 72.00	USD 63.00
General Cargo: Load per FRT (Equipment excluded)	OMR 2.250			

Equipment utilized will be charged separately

Under this schedule, free storage period is 14 days from the date of discharging completion for transshipment cargo.

Demurrage invoices shall be raised every 7 days or part thereof even if cargo has not been evacuated and has to be paid within stipulated credit period.

Section G – RORO Cargo

	All charges are per unit unless otherwise specified	Rate in USD
G-1	Discharging / Loading (Import / Export)	
	Trailers from / to vessels (loaded or empty cargo other than containers):	
	If vessel uses Port tug Master:	
	Trailer up to 30'	40.00
	Trailer above 30'	9.00
	If vessel uses own tug master and driver:	
	Trailer up to 30'	19.50
	Trailer Above 30'	30.00
	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	19.50	
Vehicles 10 tons & over and mobile mechanical equipment	25.00	
Loading		
Vehicles under 10 tons	32.00	
Vehicles 10 tons & over and mobile mechanical equipment	54.00	
G-2	Demurrage	
	Vessels own trailer not returned on the same vessels will incur demurrage for each day (or part thereof)	
	Trailer up to 30'	0.50
Trailers 30' and over	1.00	
Demurrage invoices shall be raised every 14 days or part thereof even if cargo has not been evacuated and has to be paid within stipulated credit period.		
G-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.	

G-4 RO RO Services	0-10 K units USD	10 – 20K units 10 % discount USD	20 - 30K units 20% discount USD	>30K units 30 % discount USD
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 clerk per hour	9.00	9.00	9.00	9.00
Tire Changing	6.00	6.00	6.00	6.00

50 % overtime will be levied on Tally clerk charges on Fridays, Saturdays and all Public Holidays
Discount based on volume not applicable for Tally clerk charges.

G-5	Shore handling Charges for Cargo Ex RORO vessels	Rate in USD
	Trailers from / to vessels (loaded or empty cargo other than containers): Loaded trailers delivered to consignee's tractor unit within port area: Trailer up to 30'	40.00
	Trailers 30' and over	60.00
	Consignments unloaded from trailers within port area will incur charges and demurrages as per section A. All other charges as per section B. Demurrage invoices shall be raised every 14 days or part thereof even if cargo has not been evacuated and has to be paid within stipulated credit period.	

Section H – Ship to Ship Transfer Operations for Liquids and LPG (STS)

STS operations are permitted at designated Salalah Anchorages subject to requisite approvals being received. Please contact the Commercial Team for rates, terms and conditions.

Section I – Passengers on Cruise vessels

	Rate in OMR
Passenger levy per passenger (Excluding infants below 02 years) embarking or disembarking	3.000

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 and is also applicable for all naval vessels irrespective of whether berthing at Container Terminal or General Cargo Terminal berths 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

Section B– Charges for handling Containers

B – 1 Loading / Discharging of Import / Export Containers

		Upto 20 foot	Over 20 foot
	Loaded Containers	USD 75.00	USD 115.00
	Empty Containers	USD 30.00	USD 40.00

Terms & Conditions:

- No volume incentive applicable on import / export
- Additional charge of US\$ 50 per container for hazardous containers including empty container with cargo residue, and additional charge of US\$ 100 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 on Public Holiday
- Rates include lashing and unlashng charges for standard containers. **Separate charges apply for OOG and break bulk cargo.**
- Minimum billing of USD 5,000 per vessel call for total loading/unloading of Import, Export, restows and Transshipment containers. For the purpose of minimum billing only, the total handling charge accrued for that particular vessel call will considered. Common feeders are excluded from this requirement.

B-2 Loading / Discharging of Transshipment Containers

		Upto 20 foot	Over 20 foot
	Loaded Containers	USD 100.00	USD 130.00
	Empty Containers	USD 80.00	USD 115.00
	Volume Discount rates are offered on Transshipment Container rates based on total number of moves within a calendar year as follows:		
	More than 50,000 moves		
	Loaded Containers	USD 90.00	USD 120.00
	Empty Containers	USD 75.00	USD 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 US\$ 50 per container for hazardous containers including empty container with cargo residue, and additional charge of US\$ 100 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.
- 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.
- Only Transshipment Container move count will be considered for the purpose of computing volume discount
- 10% additional charge for working on Public Holiday
- Rates include lashing and unlashng charges
- Minimum billing of USD 5,000 per vessel call for total loading/unloading of Import, Export, restows and Transshipment containers. For the purpose of minimum billing only, the total handling charge accrued for that particular vessel call will considered. Common feeders are excluded from this requirement.

B-3 Restows / Hatch Cover / Gear Box

		Rate in USD
	Any Restow (per container)	USD 60.00
	Hatch cover, Pontoons, stacking frames (per unit)	USD 120.00
	Gear Box (per unit)	USD 100.00

B-4 Use of Special Equipment

		Rate in USD
	Each Lift (per Container)	USD 170.00
	For non-operational reasons per hour or part thereof	USD 170.00

Terms & Conditions:

- Applicable to each lift under E-1, E-2, E-3, E-7, and E-8.

B-5 Truck Loading / Unloading

		Rate in USD
	For each loading or unloading	USD 25.00

Terms & Conditions:

- Truck loading / unloading charge applies to all import/export containers that are delivered and received at the CY both loaded and empty
- Rate includes one move and the associated lift on / lift off if applicable
- 10 % surcharge on Public Holidays

B-6 Weighing of Containers

		Rate in USD
	Use of Weighbridge, per weighing	USD 10.00
	Admin Charges	USD 15.00

Terms & Conditions:

- The port Reserves the right to spot check container weights to ensure documented container weights are correct.
- 10% additional charge on public holidays
- Rate includes one move and the associated lift on / lift off if applicable.
- For VGM related process and charges, please refer to the communication sent in June 2016 by the port.

B-7 X-Ray Inspection of Containers

	Rate in USD
Use of X-Ray Inspection Machine, per inspection	USD 30.00

Terms & Conditions:

- The above rate is exclusive of any shifting that may be required which shall be levied as per E-7
- 10% additional charge on public holidays

B-8 Shifting Charges

	Rate in USD
Within Container Terminal per container	USD 60.00
Shifting within stack / digging per container handled (will be levied on all containers required to be moved)	USD 20.00
Within Port Area	USD 90.00

Terms & Conditions:

- 10% additional charge on public holidays`

Section C – Free time and Container Storage Rates

	Free time is applicable as follows:
Import Loaded Containers (except categories below)	7 days
Export Loaded Containers (except categories below)	10 days
Empty Containers	10 days
Transshipment (except categories below)	10 days
Hazardous Cargo Containers Class 1 and 7 (which require escort and special approvals and should be evacuated immediately)	0 days
Other Hazardous Import / Export containers	5 days
Transshipment Hazardous containers	7 days
Over Dimensional Containers	7 days

Thereafter storage charges apply as follows:

Storage : Import Containers	Upto 20 foot	Up to 40 foot	Over 40 foot
Per day for first 7 days	USD 5.00	USD 10.00	USD 11.25
Per day for the next 7 days	USD 7.50	USD 15.00	USD 17.00
Per day for the next 7 days	USD 10.00	USD 20.00	USD 22.50
Per day thereafter	USD 30.00	USD 60.00	USD 70.00

	Storage : Export Containers	Upto 20 foot	Up to 40 foot	Over 40 foot
	Per day for first 7 days	USD 7.50	USD 12.50	USD 15.00
	Per day for the next 7 days	USD 10.00	USD 20.00	USD 22.50
	Per day for the next 7 days	USD 15.00	USD 25.00	USD 30.00
	Per day thereafter	USD 30.00	USD 60.00	USD 70.00

	Storage : Transshipment and empty containers	Upto 20 foot	Up to 40 foot	Over 40 foot
	Per day for first 7 days	USD 3.75	USD 7.5	USD 8.50
	Per day for the next 7 days	USD 5.50	USD 11.00	USD 12.50
	Per day for the next 7 days	USD 7.50	USD 15.00	USD 17.00
	Per day thereafter	USD 15.00	USD 30.00	USD 34.00

Terms & Conditions:

- 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
- Storage charges for Over dimensional containers are thrice the above rates
- Storage charges for Hazardous Cargo Containers
 - Storage for the first 7 days subsequent to free days: USD 150 per day or part thereof
 - Thereafter USD 300 per day or part thereof.
- Leaking containers shall be levied USD 300 per day or part thereof from the day container has been classified as leaking container.
- Cleaning of leakage area will be charged at actual plus 15%

Section D – Charges for Refrigerated Containers

	Rate in USD
Electric Supply / Plugging / Unplugging of Refrigerated Containers per day	USD 35.00
Monitoring of Refrigerated Containers per day per container	USD 10.00
Hot stuffed Refrigerated Containers	USD 100.00

Terms & Conditions:

- Charges commence from the day container is plugged into Port electricity supply
- Hot stuffed Refrigerated container charges apply upon notification to the line. Port does not accept liability on such containers.

Section E – Delays to Cranes

	Rate in USD
After 30 minutes idling, per hour or part thereof (per Crane)	USD 500.00
Deployed for non-operational reasons per hour or part thereof (per crane)	USD 1500.00

Terms & Conditions:

- Also applicable in case of cancellation of call or delay in vessel arrival without at least 24 hours advance notice
- Cranes used for delivery of spares and equipment (other than gear box & hatch lids) will be charged as non – operational reason

Section F – Miscellaneous Charges

		Upto 20 foot	Over 20 foot
1	Sweeping Containers	USD 15.00	USD 30.00
2	Washing Containers	USD 30.00	USD 60.00
3	Fitting or removing Tarpaulins	USD 25.00	USD 50.00
4	Unstuffing/(re)stuffing of cargo in Customs Inspection area	USD 60.00	USD 120.00
5	Knocking down ends of Flatbed Containers, per unit	USD 12.50	USD 12.50
6	Bundling Flatbed Containers, per bundle	USD 50.00	USD 50.00
7	Application/removal of placards, per placard	USD 7.50	USD 7.50
8	Cost of placard if provided by Port, per placard	USD 5.00	USD 5.00
9	Seal number checking at gate, per seal	USD 7.50	USD 7.50
10	Seal number checking in the yard or vessel side, per Seal	USD 25.00	USD 25.00
11	Seal fixing (customer provides seal), per seal	USD 7.50	USD 7.50
12	Measuring Over dimensional containers, per container	USD 50.00	USD 50.00
13	PTI (Pre Trip Inspection) for Reefer Containers (excluding cleaning & washing), per container	USD 50.00	USD 50.00
14	Retrieving Data from Data Logger, per container	USD 20.00	USD 20.00
15	Inspection of damaged / leaking boxes, per container	USD 200.00	USD 200.00
16	Inspection of reefer malfunction on board, per container	USD 100.00	USD 100.00
17	Physical Inspection of inbound Empty containers at gate (mandatory)	USD 5.00	USD 5.00

Terms & Conditions:

- The above rates are exclusive of any shifting(s) that may be required. Shifting charges will be charged

separately as per [Section B-8](#)

Section G – Administrative Charges

		Rate in USD
1	Data Amendment, per container	USD 15.00
2	Re-nomination Charge, per container	USD 50.00
3	Document or printout issued at request of customer, per document	USD 25.00
4	Fine for Undeclared, wrongly declared, poorly stowed or incorrectly packaged: Hazardous Cargo Every Offence	USD 1000.00
	Over dimensional Containers Every Offence	USD 1000.00

Terms & Conditions:

- Data Amendment charge applies in, but is not limited to:
 - Transshipment to local and V/V
 - CY to CFS delivery and V/V
 - Non-declaration of outbound carrier after operational cut-off
 - Change in Port of Discharge
 - Non-declaration of outbound carrier after operational cut-off
 - 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

Section H – Handling Break Bulk Cargo at Container Terminal

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.

Terms & Conditions:

- Charges as per [Section E](#) 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.
- Shifting will be based on equipment usage

Section I – Charges at CFS (Container Freight Station)

	All charges are in USD	Upto 20 foot	Over 20 foot
I - 1	Composite Rate CY to CFS or V/V	160.00	220.00

Terms & Conditions & Rates include:

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-off

	All charges are in USD	Upto 20 foot	Over 20 foot
I - 2	Goods Receiving or Delivering Charge to / from CFS	USD 8.5 per Freight Ton	USD 8.5 per Freight Ton

Terms & Conditions:

Free time and Demurrage at CFS applies as per applicable tariff.

Additional charges will be levied for receiving or delivering cargoes requiring additional labor & equipment

SCHEDULE V – MAINTENANCE & REPAIRS

Section A - Container Repairs

	Rate in USD
Repair – Man hour rate for machineries (unit)	USD 35.00
Repair – Man hour rate for structural repairs (box)	USD 25.00
Material Charges	Net Price+25%
Shifting container from yard to workshop and vice versa per box shall apply for repairing containers	USD 60.00
Receiving / delivering parts / materials from vessel to workshop and vice versa per hour	USD 35.00
Washing Military Cargo	
20 Dry	USD 45.00
40 Dry	USD 90.00
20 Flat	USD 45.00
40 Flat	USD 90.00
Light Vehicle	USD 133.00
Heavy Vehicle (Wheeled)	USD 145.00
Heavy vehicle (tracked) <25MT	USD 145.00
Heavy vehicle (tracked) >25MT	USD 145.00
Quadcon/tricon (each)	USD 107.00
ISU container	USD 107.00
General cargo (pallet or MT)	USD 107.00
Inop vehicle surcharge	USD 82.00
Shifting Charges for Washing containers – per unit	USD 50.00

Terms & Conditions:

- 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)

	Rate in USD
Structural (welding, fabricating) - Per man hour	50.00
Mechanical, electrical or electronic – Per man hour	70.00
Gear box Certification – Per item	250.00

Section C – All Other Repairs (Under Normal conditions)

	Rate in USD
Structural (welding, fabricating) - Per man hour	40.00
Mechanical, electrical or electronic – Per man hour	50.00
Material Charges	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.

SCHEDULE VI – OTHER SUPPORT & VALUE ADDED SERVICES

Section A – Fresh Water

	Nature of Service provided	Rate in OMR
A-1	Per Ton	2.000
A-2	Administration charges for fresh water supply shall be 25% of OMR 2.000 per ton.	0.500

Subject to minimum of 3 Tons per delivery for dhows and 10 Tons per delivery for other vessels.

All Government of Oman vessels will be levied a concessional rate of OMR 1.3 per MT inclusive of Admin charges.

Section B – Electricity

	Nature of Service provided	Rate in OMR
B-1	Per standard unit	0.060
B-2	Administration charges per unit	0.010

Section C – Waste Disposal

The use of garbage skips while the vessel is alongside is compulsory.

	Nature of Service provided	Rate in OMR
C-1	Exclusive Skip (in addition to common skips provided)	30.000
C-2	Mandatory Skip charge for dhows / launch / yachts etc. dry docked for repairs (every 7 days of part thereof per vessel)	30.000

Section D – Rat Guards

The use of rat guards is compulsory.

	Nature of Service provided	Rate in OMR
D-1	Per rat guard per day or part thereof	6.000

Section E– Port Entry Pass

	Type	Safety Induction course	Rate in OMR
1	Individual Entry Fee:		
	Daily	NA	0.500
	Weekly	NA	2.000
	Monthly	5.00	3.000
	3 Months	5.00	5.000
	6 Months	5.00	10.000

Note:

Port reserves the right to admission Induction course to be conducted at the prior to issue of the pass.

Section G– HSSE Charges

	Type	Rate in USD
1	Chemical Transport by Tank Trailer	USD 150.00
2	HSSE supervision X-stuffing, hazardous operation – per Hour	USD 250.00
3	HSSE supervision X-stuffing the Non-hazardous cargo – per hour	USD 200.00
4	Fire truck attendance required for the hazardous operations – per hour	USD 300.00
5	POS nurse accompany patient to hospitals - per trip	USD 50.00
6	Security Guard per hour	USD 32.00

Terms & Conditions:

- The above rates will be increased by 50% on Fridays, Saturday & Public Holidays **except security guards**

Section H – Concrete Barrier

	Concrete Barrier / supply fuel for third party equipment working internally	Rate in USD
1	Charges per barrier per day or part thereof	USD 10.00
2	Shifting charges per barrier per move (including equipment for shifting and handling)	USD 25.00
3	Supply Fuel from Port fuel station to third party equipment working within port Area	International Cost + 10 %

Terms & Conditions:

- No additional surcharge on Fridays, Saturdays & Public Holidays.
- It is mandatory for all passenger vessels and navy vessels to have a concrete barrier around the passenger / crew & cargo exchange areas.

Schedule I – Hire of Equipment

For use in discharging / loading (subject to minimum 2 hours)

Equipment	Capacity	Unit	Rate in OMR
Fork Lift	3 Tons	Per hour	13.000
Fork Lift	5 Tons	Per hour	13.000
Fork Lift	6 Tons	Per hour	13.000
Fork Lift	10 Tons	Per hour	17.000
Fork Lift	15 Tons	Per hour	22.000
Fork Lift	20 Tons	Per hour	26.000
Cranes	Up to 50 Tons	Per Hour	31.000
Crane	More than 50 Tons	Per Hour	76.000
Trailer		Per Hour	5.000
Low Bed Trailer		Per Hour	7.000
Towing Tractor		Per Hour	15.000
Reach Stacker	45 Tons	Per Hour	37.500

Equipment	Capacity	Unit	Rate in OMR
Wheel Loader		Per Hour	16.000
Ambulance		Per Hour	38.500
Power pack hire charges		Per Day	900.000
Hire charges of port grabs	6 CBM	Per hour	15.00
Hire charges of port grabs	12 CBM	Per Hour	25.00
Hire charges of port grabs	21 CBM	Per Hour	35.000
Small Spot Light Generator		Per day	28.000
Cherry Picker		Per Hour	28.000
Service Bucket		Per Hour	5.000
Animal Steel Bucket		Per shipment	25.000
Animal gang way		Per shipment	25.000

Terms & Conditions:

- Rates will be charged basis per hour or part thereof or per day or part thereof
- Special rate for lease of equipment outside of port boundary 100 % extra charges.
- All above equipment are inclusive of driver and fuel
- For crane above 50 Tons, following reduction will be applied for utilization of above crane and 21CBM grabs per shipment:

Usage	Discount
From 24 to 48 Hours	25%
From 48 to 72 Hours	35%
From 72 to 84 Hours	40 %
From 84 to 96 Hours	45 %
Above 96 Hours	50 %

Schedule J – Storage in Standard Warehouse (subject to availability)

Period	Rate per Freight Ton per day or part thereof
1 to 7 days	OMR 0.200
First period – 8 th to 14 th day	OMR 0.300
Second period – 15 th onwards	OMR 0.900

Schedule K – License for registered bunker supplier

The Port shall issue bunker licenses to selected bunker suppliers. The selection of authorized bunker suppliers shall be based on the decision of the management of the Port. The rates payable by the authorized supplier shall be as follows:

License fee: Payable every 5 years

Type	Rate in OMR
Truck bunkering	OMR 3000
Barge bunkering	OMR 5000
General bunkering activities	OMR 7000

In addition, all suppliers will pay an additional royalty fee as follows:

Type of Bunkering	Rate
Bunkering by Truck	2 Baiza per Liter
Bunkering by Barge	USD 2 per MT

SCHEDULE VII - MANPOWER CHARGES

	Type	Rate in OMR
1	Gang Cost per Hour for all days (round the clock) except Government declared public holidays	25.000
2	Tally Clerk for all days (round the clock) except Government declared public holidays	6.500
3	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 per hour (or part thereof) subject to a minimum of 2 hours per shift for all days (round the clock) except Government declared public holidays	25.000
4	Gangs kept Waiting Per gang hour (or part thereof) subject to a minimum of 2 hours per shift – round the clock	35.000
5	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 for all days (round the clock) except Government declared public holidays	6.500
	Winch Man for all days (round the clock) except Government declared public holidays	6.500

Rate shall be increased by 10 % on Public Holidays only