



Port of Salalah | ميناء صلالة

# PORT OF SALALAH TARIFF- 2022

Effective from 01/01/2022

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س.ت ٢/١٢٧٨١/٤

Salalah Port Services Co. (S.A.O.G.)  
C.R. No. 2/12781/4

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## CHAPTER 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 0.3846

*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.*

*i. 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 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.

*ii. 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 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.

## CHAPTER II - MARINE CHARGES

### SECTION A - 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 59.99M	130	50	50
60 -74.99 M	130	50	60
75-99.99 M	390	50	105
100-149.99 M	650	50	150
150-169.99 M	910	75	225
170-174.99 M	910	100	300
175–184.99 M	910	100	300
185-199.99 M	910	100	300
200-249.99 M	Not permitted	125	375
250-299.99 M	Not permitted	150	450
300-349.99 M	Not permitted	175	525
>349.99 M	Not permitted	200	525

\*\* Rates in USD

### SECTION B - Consolidated Marine Charges

B.1. Container Vessels

B.2. Navy Vessels

B.3. Passenger Ships and Motor Yacht

LOA	Container Vessels		Navy Vessels		Passenger Ships and Motor Yacht	
	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 59.99M	2475	55	2475	55	2475 *	55 *
60 -74.99 M	2475	55	2475	55	2475 *	55 *
75-99.99 M	2475	55	2475	55	2475 *	55 *
100-149.99 M	2475	55	2475	55	3025 *	66 *
150-169.99 M	3025	66	3025	66	3025 *	66 *
170-174.99 M	3025	66	3025	66	3850 *	77 *
175–184.99 M	3850	77	3850	77	3850 *	77 *
185-199.99 M	3850	77	3850	77	4675 *	100 *
200-249.99 M	4675	100	4675	100	5775 *	110 *
250-299.99 M	5775	110	5775	110	8525 *	140 *
300-349.99 M	8525	140	8525	140	11275 *	165 *
350-399.99M	11275	165	11275	165	14000 *	195 *
From 400 M	14000	195	14000	195	2475 *	55 *

\*\* Rates in USD

\* 5% VAT is applicable

B.4. Bulk Carriers and General Cargo Vessels.

B.5. Oil Tankers

B.6. Gas Tankers

LOA	Bulk Carriers and General Cargo Vessels.		Oil Tankers		Gas Tankers	
	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 24 Hours or part thereof	Every 24 Hours or part thereof
UPTO 59.99M	2100	1030	4650	1350	5115	1485
60 -74.99 M	2850	1030	4650	1350	5115	1485
75-99.99 M	2850	1030	4650	1350	5115	1485
100-149.99 M	3100	1050	4650	1350	5115	1485
150-169.99 M	3350	1450	5700	1850	6270	2035
170-174.99 M	3650	1500	5700	1850	6270	2035
175–184.99 M	3650	1650	5700	1850	6270	2035
185-199.99 M	4150	1700	5700	1850	6270	2035
200-249.99 M	4150	1975	6700	2400	7370	2640
250-299.99 M	5150	2575	8750	3400	9650	3740
From 300 M	5675	3100	10850	4450	11935	4895

\*\* Rates in USD

B.7. Non cargo vessels other than navy, passenger, motor yacht & dhows

B.8. Sailing Yacht

LOA	Non cargo vessels other than navy, passenger, motor yacht & dhows	
	Upto 24 Hours or part thereof	Every 24 Hours or part thereof
Upto 149.99 M	USD 3100	USD 300
150 - 174.99 M	USD 4000	USD 450
175 – 199.99 M	USD 5000	USD 600
200 - 249.99 M	USD 6800	USD 800
250 – 299.99 M	USD 8250	USD 1150
300 – 349.99 M	USD 9550	USD 1400
350 M and beyond	USD 12500	USD 1700

LOA	Sailing Yacht	
	Upto7 days or part thereof	Beyond 7 days per 24 Hours or part thereof
Upto 15 M	Free	Free
Beyond 15 M	USD 100*	USD 25*

\* 5% VAT is applicable



### B.9. Dhows Omani Fishing vessels up to 60 meters LOA

<b>Dhows</b>			
<b>For cargo operations</b>		<b>For non-cargo operations</b>	
<b>Upto 7 days or part thereof</b>	<b>Beyond 7 days for 24 hours or part thereof</b>	<b>Upto 3 days or part thereof</b>	<b>Beyond 3 days for 24 hours or part thereof</b>
USD 500	USD 25	USD 300	USD 50

### B.10. Bunker barge:

Shifting charges:

<b>LOA</b>	<b>Bunker Barge per move</b>
<b>Upto 150 M</b>	USD 1300
<b>150 – 200 M</b>	USD 1800
<b>Beyond 200 M</b>	USD 2300

Barge alongside at berth ( after 12 hours alongside )

<b>LOA</b>	<b>Per 24 hours or part thereof</b>
<b>Upto 150 M</b>	USD 1300
<b>150 – 200 M</b>	USD 1800
<b>Beyond 200 M</b>	USD 2300

### TERMS & CONDITIONS

- Mandatory Common skip is not included in the Consolidated Marine charges and will be charged separately @ USD 93.60 per vessel call. (Shifting of vessels will not be considered as new call for the purpose of this tariff element)
- One Shifting will be free for Bulk Carriers alongside for cargo operations. In the event the vessel is shifted from Berth to Anchorage and subsequently moved from anchorage to berth, only 50 % of the applicable Consolidated Marine Charges will be levied for the first 24 hours. Std. Consolidated Marine charges will apply for the period beyond the first 24 hours. The is applicable for bulk carrier vessels calling the port for cargo operations only.
- If vessel is shifted between berths due to vessels' fault or cargo not being available, then 50 % of the Consolidated marine charge applicable under "Upto 24 hours or part thereof" shall be levied. This will be in addition to the applicable Consolidated Marine Charge.
- 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
- Any delay to pilot boat through fault of vessel or agent will be billed at USD 250 per hour or part thereof.
- Tug and Barge will be charged as per individual LOA plus a onetime 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.
- Delay to mooring gang through fault of vessel or agent will be billed at USD 500 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.

### SECTION C - 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

### SECTION D - 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 and will be charged to the vessel agent :

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

### SECTION E - 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 needs to be sent to port control in good time prior to vessel arrival date to book the services.
3. Hiring rate is SPS owned fenders excluding handling charge.
  - a. 2M X 3.5M (approx.): OMR 125 per fender per day or part of a day excluding handling charges.
  - b. 2.5M X 5.5 M (approx.): OMR 135 per fender per day or part of a day excluding handling charges.
  - c. 3.5M x 6.0M (approx.) OMR 145 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 80 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.

## SECTION F - Cavotec / Shore Tension

		Rate in USD
<b>1</b>	Charges for use of Cavotec mooring system per day or part thereof	8,000
<b>2</b>	Shore Tension mooring system per day or part thereof (for 4 Units)	6,000
<b>3</b>	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.
- In case the request for shore tension mooring system is cancelled within 24 hours of requested time of deployment then 50% of the first day charges will be applied for mobilization / de mobilization units.

## SECTION G - 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 2 Environmental Cover is in place to handle Oil Spill Recovery for all incidents whether offshore 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
<b>1. Non Cargo / Non-Operational Vessels At anchorage - for every 7 days</b>	100.000
<b>Non Cargo / Non-Operational Vessels At berth- every 7 days</b>	200.000
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."	
<b>2. General Cargo vessels (other than liquid / gas tanker) and container vessels – per call</b>	47.000
<b>3. Tankers carrying cargo of POL and chemicals</b>	60.000
<b>4. Other liquid cargo vessels and gas tankers.</b>	47.000
<b>5. Liquid bulk cargo per Metric Ton loaded / discharged / transshipped ( each time )</b>	0.050
<b>6. Naval vessels - per call (Omani Navy and ROP vessels are exempt)</b>	100.000
<b>7. Yachts and other pleasure crafts - per call</b>	31.000 *
<b>8. Cruise Vessels - per call</b>	210.000 *
<b>9. Launches / Dhows – per call</b>	30.000

\* 5% VAT is applicable

**SECTION H - Charges for permissions / port clearance / miscellaneous services.**

	<b>Service</b>	<b>Rate in OMR</b>
1	Hot work permission	21.000 *
2	Bunkering permission	10.000 *
3	Oil transfer permission	21.000 *
4	Diving permission	21.000 *
5	Hull/propeller/sea chest cleaning	21.000 *
6	Oily water/grey water discharge	21.000 *
7	Issue of Port clearance	21.000 *
8	Engine Immobilization (please also see tug stand by charge)	21.000
9	Ship's boat lowering in water for any purpose other than drill	21.000
10	Change of registry	21.000
11	Change of ship's name	21.000
12	Change of agent	21.000
13	Charges for signing of "Note of Protest".	21.000 *
14	Inspection of vessel by marine dept. officer- hourly charges	150.000
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	21.000
17	Removing of berth curbstones or safety barrier per curbstone	230.000

**SECTION I - Charges for Keeping launches / dhows / Yacht on Jetty / Yard.**

	<b>Nature of Service provided</b>	<b>Rate in OMR</b>
1.	First period: For the initial period of 28 days per GRT per 7 day or part thereof	0.5
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**

- Equipment used for lifting out on/to the jetty/sea will be charges extra as per the tariff
- 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.
- Owners will be required to obtain prior approval for any mechanical work (welding) from the firefighting / Marine sections (Harbor Master's office) and relevant charges as per Section M-3 shall be levied.
- 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.
- Deposits on approximate calculated storage period must be kept with the Port before service is rendered
- 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.

\* 5% VAT is applicable

## SECTION J - Other Boat Service Charges

	Nature of Service provided	Rate in OMR
1	<b>Vessel Calling for Cargo Operations</b>	
	<ul style="list-style-type: none"> <li>▪ Pilot Boat per service</li> <li>▪ Tugboat per Service</li> </ul>	400 800
2	<b>Vessel Calling for non-cargo operation</b>	
	<ul style="list-style-type: none"> <li>▪ Pilot Boat per service</li> <li>▪ Tugboat per Service</li> </ul>	600 1000
3	<b>Transfer of Spare parts, Stores by Tugboat to Anchorage (per hour or part of an hour)</b> Time to commence from the time the tug casts off from berth to the time the Tug is back to berth.	600
4	<b>Special Boat Transfer during Khareef</b> 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:	
	<ul style="list-style-type: none"> <li>▪ Transfer of up to 5 persons (per trip)</li> <li>▪ Transfer of spares or provisions by Tugboat</li> </ul>	1000 1400
	<i>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</i>	
5	<b>Tug on standby when the vessel engine is immobilized tug per hour or part thereof</b> <ul style="list-style-type: none"> <li>▪ Tugs are not required to be alongside the vessel</li> <li>▪ Mandatory during Khareef</li> </ul>	200

## SECTION K - Penalties for vessel deficiencies

		Rate in OMR
1	<b>Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence) – Per Incident.</b> <i>In case of unsafe pilot boarding /Disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9 meters</i>	100
2	<b>Non-functional critical navigation Equipment which affects safe berthing / un-berthing. (Charges per Movement for use of electronic navigational equipment.) – Per movement</b> <i>Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, Speed log will only be berthed / Unberthed using ports electronic navigational equipment</i>	100
3	<b>Charges for Failure to report critical equipment Deficiency in advance-Per movement.</b> <i>Berthing / Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.</i>	100
4	<b>Failure of mooring winches, windlass or capstan during berthing / un-berthing operations – Per Equipment per failure</b> <i>Pilot detention charges will be in addition to this charge</i>	100
5	<b>Wrong declaration of draft which can jeopardize safety of vessel and Port.</b> <i>Assets – Per declaration In case of wrong declaration of arrival / departure draft.</i>	100
6	<b>Violations related to garbage, non-compliance of port regulations and guidelines related to – Per Incident</b>	100
7	<b>Anchor missing, Single Anchor Missing / anchor fluke damage – Per movement</b>	100

## CHAPTER III - GENERAL CARGO TERMINAL TARIFF

### SECTION A - Stevedoring Charges (Discharging Import)

All stevedoring within the Port of Salalah is undertaken by the Port Authority or their nominated Contractor. Rates include the supply of supervision, tally clerk and labor on board the vessel and quay for discharge. 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 based on Custom clearance document. Minimum charge would be OMR 10

#### A. Discharging of imports

		Rate in OMR
1	General Cargo: All bagged cargo including bagged cement excluding those in Item 2 below	1.500
2	Foodstuffs and Medicines including animal feed. In Normal bags or jumbo bags ▪ In Cartons and Crates (non-palletized)	0.865 0.950
3	Iron or Steel bars, pipes, tubes, channels, mesh, girders, sheets, and angles in crates. <i>Project- cargo including building and factory structures</i>	1.950
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 MT	4.000
6	<b>Wharfage</b> – as per relevant cargo rates (discharge and loading will be taken as separate activities and charged separately in addition to the normal charges) per FRT	0.190
7	Hatch Cleaning charges (per Hatch) – Administration charges per Hour Labour and equipment used to be charged separately as per prevailing tariff	5.00
8	Bad Stowage surcharge (In addition to standard stevedoring charges) <i>If Port considers cargo to be 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 this charge.</i>	3.500
9	Cargo discharged direct over side <i>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.</i>	Stevedoring charges plus 50%

#### TERMS AND CONDITIONS:

- In the event of discrepancies in weight and / or volume on cargo manifest / bill of lading / custom declaration or in the event of missing information in submitted documents, assessment of weight or volume will be at the sole discretion of SPS management.
- Above charges exclude charges related to shore cranes and any equipment deployed or any equipment used on the berth. Charges for this equipment will be charged as per prevailing tariff.
- Labour and equipment used for preparation of yard for receiving cargo including but not limited to placement of dunnage etc. to be charged based on prevailing tariff.
- Cargo which are discharged to quay (direct or indirect) and exit port gate would be subject to additional handling charges as per section B – Quay handling and storage charges.
- Personnel (gang) hire on board the vessel other than in connection to the normal stevedoring will be charged separately.

## B. Loading of exports

The basic export service is receiving goods for export by yard handling equipment. 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 10.000 per each Shipping Note.

### B.1. General Cargo

#### 1.1. Direct delivery from trailer to vessel per FRT

	Rate in OMR
Direct delivery from trailer to vessel per FRT (Inclusive of tally clerk and labour on quay / inside vessel)	2.550

#### CONDITIONS FOR DIRECT DELIVERY:

- **Block Stowed** homogenous cargo.
- Pre-sling or palletized cargo will be given a **10 %** discount on the above rate. However, no discount shall be applicable if sling/ pallet has to be removed after loading by SPS staff.
- Additional slings, if used (at the discretion of SPS management) to be charged separately.
- Shore cranes at quay side used shall be charged separately as per prevailing tariff.
- Any special equipment deployed at the discretion of operations necessary for safe and efficient operations will be charged separately as per prevailing tariff.

#### 1.2. Indirect delivery

	Rate in OMR
Indirect delivery per FRT	4.000

#### CONDITIONS FOR INDIRECT DELIVERY:

- Pre-sling or palletized cargo will be given a 10 % discount on the above rate. However, no discount shall be applicable if sling / pallets has to be removed after loading by SPS staff.
- Charge includes handling Equipment and labor at the yard at the time of receiving cargo and shifting to quay side.
- Shore equipment and shore cranes used at quay side shall be charged separately as per prevailing tariff.
- Any special equipment deployed at the discretion of operations necessary for safe and efficient operations will be charged separately as per prevailing tariff.

### B.2. Unpacked vehicles

	Rate in OMR
Unpacked vehicles, mobile mechanical equipment, trailers, and caravans per MT <i>Lifts over 50MT must be shipped direct</i>	4.000

### B.3. Live Animals both load and discharge

	Rate in OMR
Sheep / Goat per	0.750
Cow per head	1.500
Others per head	2.000

#### CONDITIONS FOR LIVESTOCK LOAD AND DISCHARGE:

- Live animals must be shipped direct.
- Dead animals on board dhows and vessels must be declared.
- Permission must be taken from relevant authorities by dhow or vessel agent by before evacuation of carcass outside port limits.
- Rates includes working on Holidays and overtime

- Rate excludes labor and Equipment

#### B.4. Unloaded Export Cargo

Extra charges for unloaded export cargo: (Cargo brought to the port by customers for exporting and subsequently loading cancelled and require exit port gate would be subject to the following charges. )

	Rate in OMR
General cargo per ton FRT.	3.000
Unpacked vehicles, mobile mechanical equipment, trailers and caravans per MT	10.000

#### B.5. Dhow and Launch Cargo

Cargo discharge/loaded from/to dhows and country crafts will be assessed as shown subject to a minimum charge of **OMR 10 per bill of lading or Customs clearance document.**

	Rate in OMR
<b>General cargo per FRT (direct delivery)</b>	2.200
<b>Metal Scrap, per FRT (direct delivery)</b>	3.300
<b>Vehicle, Mobile Mechanical equipment per unit</b>	25.000
<ul style="list-style-type: none"> <li>• <i>Includes all equipment and manpower.</i></li> <li>• <i>No overtime will be charged separately even on public holidays</i></li> </ul>	
Indirect delivery to dhow (includes 14 days free storage) Demurrage charges applicable as per Section C below	4.000
<ul style="list-style-type: none"> <li>• <i>Inclusive of manpower and equipment for receiving cargo from trailer, storage, shifting to quay and loading on dhow.</i></li> </ul>	

#### CONDITIONS FOR 3.5. Dhow and Launch Cargo

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

#### B.6. 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 C - Quay Handling and Storage Charges

### SECTION D - 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 10 OMR 5.000 per bill of lading. Freight Ton will be determined by weight or measurement whichever is higher.

#### D.1. Break Bulk cargo

		Rate in OMR
1	General cargo including all bagged cargo and project cargo other than foodstuff and unpacked vehicles.	
	▪ Direct delivery per FRT	1.850
	▪ Indirect delivery per FRT	2.600
2	Foodstuff and medicine including animal feed.	
	▪ Direct delivery per FRT	0.865
	▪ Indirect delivery per FRT	1.500
3	Unpacked vehicles, mobile mechanical equipment, trailers and caravans per unit	6.000
4	Frozen Fish per FRT	0.300
5	Hatch covers from vessel to berth and vice versa per hatch cover (full cycle) Inclusive of manpower	75.00

- Charge includes manpower and Standard equipment used for handling cargo at yard and delivery to receiver's trailers in port nominated location.
- Shore cranes used at quay side / yard shall be charged separately as per prevailing tariff
- Any special equipment deployed at the discretion of operations necessary for safe and efficient operations will be charged separately as per prevailing tariff.
- Personnel hire for use other than in connection with the delivery receipt of cargo will be charged separately.
- General Cargo includes other than Foodstuff and medicine including animal feed:
  - Iron and steel bars, pipes, tubes channels, mesh, girders, Sheets and angles in crates not less than 500kg,
  - Plywood, hardboard, chipboard, blackboard, lamina board, Timber (including poles and logs) and other similar laminated wood products.

#### D.2. BULK CARGO

	Category	Rate in OMR
	<b>Food Bulk</b>	0.800
	<b>All other Bulk Cargo - rate applicable for volumes in this slab only</b>	
	Up to 500,000 MT per contract year	0.870
	From 500,001 MT to 1,000,000 MT	0.830
	From 1000,001 MT to 1,500,000 MT	0.780
	From 1,500,001 to 2,000,000 MT	0.710
	2,000,001 MT and above	0.680

### TERMS & CONDITIONS

- The vessels agent and the importers/exporters 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.
- Slabs will be applicable for a contract year and will commence from the end of previous contract.

**RATES INCLUDE:**

- NO OVERTIME SURCHARGE WILL BE APPLIED EXCEPT ON WEEKEND AND PUBLIC HOLIDAYS.
- WINCH MEN / CRANE OPERATOR / TALLY CLERK DEPLOYED.
- CONCRETE BARRIERS DEPLOYED AND EQUIPMENT INCLUDING BUT NOT LIMITED TO FORKLIFTS FOR DEPLOYING CONCRETE BARRIERS.

**RATES EXCLUDE:**

- FRONT END LOADER / SHOVELS WHICH WILL BE DEPLOYED BY THE EXPORTER.
- MOBILE HARBOR CRANE CHARGES / HIRE
- SHIP LOADER CHARGES / HIRE.
- FORKLIFTS AND OTHER SUPPORTING EQUIPMENT FOR LOADING AND UNLOADING OPERATION

Dry Bulk cargo remains inside the port area for a period for beyond 45 days will be subject to storage charges of OMR 0.150 per month per square meter per plot.

	Rate in OMR
First period – 45 days (per square meter)	0.150
Second period – from 46th Day to 75th Day (per square meter)	0.300
Third period and every 15 days thereafter or par thereof ( per square meter )	0.750

#### 1. Liquid Bulk Cargo

	Rate in OMR
Liquid Bulk Cargo (per Metric Ton)	0.700
Liquid Bulk Cargo (domestic transshipment)	0.735

## SECTION E - 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	1st period ( in OMR )	2nd & 3rd period ( in OMR)	4th period onwards ( In OMR)
▪ General cargo, bagged cement, hydrated lime Foodstuff and Medicines, Iron and steel, timber and Plywood	FREE	0.100	0.300	0.900
▪ Unpacked vehicles upto 10 MT per unit	FREE	7.000	10.00	16.000
▪ Unpacked Vehicles over 10 MT, Mechanical equipment, trailers and caravans irrespective of size per unit	FREE	12.25	17.50	28.00

- For discharge operation, the day of completion of discharge will be considered as Day 1 for the purpose of storage calculation.
- For loading operations, the day of receipt of first consignment of the cargo will be considered as Day 1 for the purpose of storage calculation.
- Agent generating work order for discharge of cargo to remain responsible for payment of demurrage
- Period is calculated as follows:
  - 1st period- (15th to 21st Days) 7 days (or part thereof) after the free days
  - 2nd period – (22nd to 28th day) - 7 days (or part thereof) after the first period
  - 3rd period – (29th to 35th Day) - for each period of 7 days (or part thereof) after the second period
  - 4th period and subsequent – each period for 7 days beyond 35th day
  - 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 F - 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
<b>Re marking with brush and paint, per package</b>	0.150	0.39
<b>Attaching pre-printed labels, per package</b>	0.075	0.19

## SECTION G - 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 H - 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.

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

**SECTION I - 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 will be charged as per rates stated in import and export section of the tariff including quay handling charges as applicable. Shore equipment and cranes If used will also be charged as per prevailing tariff.

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 J - 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
<b>UPTO 1.5 METRIC TONS</b>	USD 45.00	USD 40.50	USD 36.00	USD 31.50
<b>1.5 TO 5 METRIC TONS</b>	USD 50.00	USD 45.00	USD 40.00	USD 35.00
<b>5 TO 15 METRIC TONS</b>	USD 70.00	USD 63.00	USD 56.00	USD 49.00
<b>OVER 15 METRIC TONS</b>	USD 90.00	USD 81.00	USD 72.00	USD 63.00

- Equipment and manpower 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.
- General Cargo Transshipment: OMR 4.1 per FRT
- Pre-sling or palletized cargo will be given a 10 % discount on the above rate.
- Charge includes handling (equipment and manpower) at the yard at the time of receiving cargo and shifting to quay side. Shore cranes if used will be charged separately.
- Any special equipment deployed at the discretion of operations necessary for safe and efficient operations will be charged separately as per prevailing tariff.

## SECTION K - RORO Cargo

\*\* All charges are per unit unless otherwise specified

### K.1. Discharging / Loading (Import / Export and transit)

### K.2. Trailers from / to vessels (loaded or empty cargo other than containers):

	Rate in USD
If vessel uses Port tug Master (prime mover):	
▪ Trailer up to 30'	40.00
▪ Trailer above 30'	60.00
If vessel uses own tug master and driver (prime mover):	
▪ 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.

### K.3. Vehicles and mechanical equipment:

	Rate in USD
<b>Discharge</b>	
▪ Vehicles under 10 tons	25.00
▪ Vehicles 10 tons & over and mobile mechanical equipment	40.00
<b>Loading</b>	
▪ Vehicles under 10 tons	32.00
▪ Vehicles 10 tons & over and mobile mechanical equipment	54.00

### K.4. Demurrage

Vessels own trailer not returned on the same vessels will incur demurrage for each day (or part thereof)

	Rate in USD
▪ 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.

### K.5. 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 loading rates.**

## K.6. RO RO Services

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 per unit	20.00	20.00	20.00	20.00
Subsequent unit same call per unit	10.00	10.00	10.00	10.00
Fuel	Cost+15%*	Cost+15%*	Cost+15%*	Cost+15%*
Towing / Special Rigging per unit	50.00	50.00	50.00	50.00
Shifting (ship or quay) per unit	20.00	20.00	20.00	20.00
Sorting charges per hour	17.00	17.00	17.00	17.00
Tire Changing	6.00	6.00	6.00	6.00

- 10 % overtime will be levied on Tally clerk charges on Public Holidays.
- Discount based on volume not applicable for Tally clerk charges.
- Operations idle time above 30 minutes due to unavailability of vehicles keys, vehicle not respond to engine restart, flat tires, and mechanical malfunction will be subject to 100% charges.

## K.7. Shore handling Charges for Cargo Ex RORO vessels

- Trailers from / to vessels (loaded or empty cargo other than containers).
- Loaded trailers delivered to consignee's tractor unit within port area.
- 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.

	Rate in USD
▪ Trailer up to 30'	40.00
▪ Trailers 30' and over	60.00

## SECTION L - Ship to Ship Transfer Operations for Liquids and LPG (STS)

- STS operations are permitted at designated Salalah Anchorages subject to requisite approvals being received.
- Charges per operations including environmental fees and use of anchorage up to 48 Hours by both vessels (including STS operations): USD 10,000 per operation.
- Use of port equipment and assets including manpower, if available shall be charged as per prevailing tariff.
- Fenders, hoses and any additional specialized equipment will have to be provided or arranged by the customer.

## SECTION M - Passengers on Cruise vessels

	Rate in OMR
▪ Passenger levy per passenger and per Ship crew ( Excluding infants below 02 years ) embarking or disembarking	3.000 *

\* 5% VAT is applicable

## CHAPTER 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:

*x. 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.

*y. 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.

*z. Break Bulk:*

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

*aa. Cargo:*

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

*bb. 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.

*cc. 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.

*dd. 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.

*ee. 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.

*ff. 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.

*gg. Freight Ton:*

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

*hh. 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).

*ii. Length Overall:*

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

*jj. 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.

*kk. Non-Cellular Vessel:*

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

*ll. 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.

*mm. 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.

*nn. Port Area:*

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



*oo. Public Holiday:*

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

*pp. 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.

*qq. 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.

*rr. 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

		<b>Upto 20 foot</b>	<b>40 foot</b>	<b>45 foot</b>
	Loaded Containers	USD 85.00	USD 125.00	USD 135.00
	Empty Containers	USD 35.00	USD 45.00	USD 50.00

#### 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

		<b>Upto 20 foot</b>	<b>Over 20 foot</b>
	Loaded Containers	USD 80.00	USD 100.00
	Empty Containers	USD 70.00	USD 90.00

**\*\* Volume Discount rates will be offered on Transshipment Container rates based on total number of moves in the contract year**

### 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

		<b>Rate in USD</b>
	Any Restow per container-full cycle	USD 60.00
	Hatch cover, Pontoons, stacking frames-per unit ( full cycle )	USD 120.00
	Gear Box- per unit ( full cycle )	USD 100.00

## B.4. Use of Special Equipment

		<b>Rate in USD</b>
	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
One stop shop usage fee for laden imports*	USD 40.00

**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
- One stop shop usage fee to be levied after 60 days after one stop shop is operational. Empty inspection fee will not be levied separately. Charge will be recovered from importer.

**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 50.00

**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 25.00
Within Port Area	USD 90.00

**TERMS & CONDITIONS:**

- 10% additional charge on public holidays`

## SECTION C - Free time and Container Storage Rates

### C.1. FREE TIME

Applicable as follows:

<b>Import Loaded Containers (except categories below)</b>	7 days
<b>Export Loaded Containers (except categories below)</b>	10 days
<b>Empty Containers</b>	10 days
<b>Transshipment (except categories below)</b>	10 days
<b>Hazardous Cargo Containers</b> Class 1 and 7 (which require escort and special approvals and should be evacuated immediately)	0 days
<b>Other Hazardous Import / Export containers</b>	5 days
<b>Transshipment Hazardous containers</b>	7 days
<b>Over Dimensional Containers</b>	7 days

### C.2. STORAGE

Thereafter storage charges apply as follows:

<b>Storage: Import Containers</b>	<b>Upto 20 foot</b>	<b>Up to 40 foot</b>	<b>Over 40 foot</b>
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

<b>Storage: Export Containers</b>	<b>Upto 20 foot</b>	<b>Up to 40 foot</b>	<b>Over 40 foot</b>
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

<b>Storage: Transshipment and empty containers</b>	<b>Upto 20 foot</b>	<b>Up to 40 foot</b>	<b>Over 40 foot</b>
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 5 days after 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	15.00	30.00
2	Washing Containers	45.00	90.00
3	Fitting or removing Tarpaulins	25.00	50.00
4	Unstuffing/(re)stuffing of cargo in Customs Inspection area (One stop shop services)	60.00	120.00
5	Knocking down ends of Flatbed Containers, per unit	12.50	12.50
6	Bundling Flatbed Containers, per bundle	50.00	50.00
7	Application/removal of placards, per placard	7.50	7.50
8	Cost of placard if provided by Port, per placard	5.00	5.00
9	Seal number checking at gate, per seal	7.50	7.5
10	Seal number checking in the yard or vessel side, per Seal	25.00	25.00
11	Seal fixing (customer provides seal), per seal	7.50	7.50
12	Measuring Over dimensional containers, per container	50.00	50.00
13	PTI (Pre Trip Inspection) for Reefer Containers (excluding cleaning & washing), per container	50.00	50.00
14	Retrieving Data from Data Logger, per container	20.00	20.00 *
15	Inspection of damaged / leaking boxes, per container	200.00	200.00
16	Inspection of reefer malfunction on board, per container	150	150
17	Inspection of dry containers per container	25	30
18	Physical Inspection of inbound Empty containers at gate (mandatory)	5.25	5.25

\*\* Rates in USD

**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	15.00
2	Re-nomination Charge, per container	50.00
3	Document or printout issued at request of customer, per document	25.000
4	Fine for Undeclared, wrongly declared, poorly stowed or incorrectly packaged: <ul style="list-style-type: none"><li>▪ Hazardous Cargo Every Offence</li><li>▪ Over dimensional Containers Every Offence</li></ul>	1000.00 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
	Composite Rate CY to CFS or V/V	USD 170.00	USD 230.00

### 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
	Goods Receiving or Delivering Charge to / from CFS if not directly delivered to or from trailer during CFS operations (indirect delivery)	USD 8.5 per Freight Ton	USD 8.5 per Freight Ton

### TERMS & CONDITIONS:

- Free time and Demurrage at CFS apply as per applicable tariff.
- Additional charges will be levied for receiving or delivering cargoes requiring additional labor & equipment

## SECTION J - Charges at CFS (Container Freight Station) for container de-stuffed and loaded to dhows

	All charges are in USD	Upto 20 foot	Over 20 foot
<b>I - 1</b>	Composite Rate CY to CFS or V/V	USD 430	USD 480

### TERMS & CONDITIONS & RATES INCLUDE:

- All cargo documents to be submitted minimum 3 working days prior to request for operations.
- Approval of work order would be based on availability of manpower and resources.
- Any change in date and vessel would entail documentation charge of OMR 10 per change unless change has been due to delay from the port.
- 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
- Rate includes all labour and shore equipment used for de-stuffing and delivery to dhow. No SPS staff will work inside vessel hold.
- No overtime charges will be applicable on weekends or public holidays.
- Idling of SPS equipment and staff due to non-availability of vessel crew to stow the cargo will result in idling charges of OMR 35 per hour or part thereof.
- Unless otherwise agreed, demurrage of discharged cargo will be calculated similar to other discharged cargo as per Section C of GCT tariff.

## CHAPTER 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 35.00
Material Charges	Net Price+25%+5%
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
<b>Washing Military Cargo</b>	
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 - 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% + 5%

**\*\* Note:** Port users shall pre-agree the applicable charges with the port for items which are not specifically stated in the published tariff.



## CHAPTER 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	0.100

### SECTION C - Waste Disposal

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

	Nature of Service provided	Rate in OMR
C-1	Exclusive Skip (in addition to common skips provided)	30
C-2	Mandatory Skip charge for dhows / launch / yachts etc. dry docked for repairs ( every 7 days of part thereof per vessel)	30

### 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
<b>Individual Entry Fee:</b>		
▪ Daily	NA	0.500 *
▪ Weekly	NA	2.000 *
▪ Monthly	5.000 *	3.000 *
▪ 3 Months	5.000 *	5.000 *
▪ 6 Months	5.000 *	10.000 *

#### Note:

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

\* 5% VAT is applicable

## SECTION F - 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 nurses accompany patient to hospitals - per trip	USD 100.00 *
6	Security Guard per hour	USD 32.00

### TERMS & CONDITIONS:

- The above rates will be increased by 10% on Public Holidays except security guards \*

## SECTION G - Concrete Barrier

	Concrete Barrier / supply fuel for third party equipment working internally	Rate in USD
1	Charges per barrier per day or part thereof	10.00*
2	Shifting charges per barrier per move (including equipment and manpower for shifting and handling)	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.

\* 5% VAT is applicable

## SECTION H - Hire of Equipment

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

Equipment	Capacity	Unit	Rate in OMR
Forklift	3 Tons	Per hour	14.000
Forklift	5 Tons	Per hour	14.000
Forklift	6 Tons	Per hour	14.000
Forklift	10 Tons	Per hour	18.000
Forklift	15 Tons	Per hour	22.000
Forklift	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	55.00
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 Spotlight 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
Water Tanker (5K Gallons)		Per trip	40.00
Shackles per unit	upto 10 MT	per shift or part thereof	1.000
Shackles	10 Mt to 25 MT	per shift or part thereof	2.000
Shackles	Over 25 MT	per shift or part thereof	4.000
Spreader Bar per unit	Upto 15 MT	per shift or part thereof	6.000
Spreader Bar per unit	Between 15 to 30 MT	per shift or part thereof	10.000
Spreader Bar per unit	Over 30 MT	per shift or part thereof	15.000
Hooks	Set of 2	per shift or part thereof	4.000
Steel wire slings	Set of 2	per shift or part thereof	7.00
Chains	Set of 2	Per shift or part thereof	10.00
Nylon slings	Each	Per shift or part thereof	4.000

\* 5% VAT is applicable

**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.
- Rate shall be increased by 10 % on Public Holidays only
- Discounts stated below will be applicable only when shore cranes have been booked prior to vessel arrival. If the shore cranes are deployed due to deficiencies and / or breakdown of vessel gear, no discount will be provided, and standard rates apply throughout the use of the shore cranes on the vessel.
- For this purpose, the ship cranes will be deemed to be deficient if they have handled less than an equivalent of 15,000 MT per day for limestone, gypsum, and aggregates and less than 8,000 MT per day for grain.
- For crane above 50 Tons, following reduction will be applied for utilization of above crane and 21CBM grabs per shipment:

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

**SECTION I - Storage in Standard Warehouse (subject to availability)**

Period	Rate per Freight Ton per day or part thereof
<b>1 to 7 days</b>	Free period
<b>First period – 8th to 14th day</b>	OMR 0.200
<b>Second period 15th to 21st day</b>	OMR 0.300
<b>Third period – 22nd onwards</b>	OMR 0.900

**SECTION J - 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
<b>Truck bunkering</b>	OMR 3000
<b>Barge bunkering</b>	OMR 5000
<b>General bunkering activities</b>	OMR 7000

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

Type of Bunkering	Rate
<b>Bunkering by Truck</b>	2 Baiza per Liter
<b>Bunkering by Barge</b>	USD 2 per MT

\* 5% VAT is applicable

**CHAPTER VII - MANPOWER CHARGES**

	<b>Type</b>	<b>Rate in OMR</b>
<b>1</b>	Gang Cost per Hour for all days (round the clock) except Government declared public holidays	27.000
<b>2</b>	Tally Clerk for all days (round the clock) except Government declared public holidays	7.00
<b>3</b>	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	27.000
<b>4</b>	<b>Gangs kept Waiting.</b> <i>Per gang hour (or part thereof) subject to a minimum of 2 hours per shift – round the clock</i>	40.000
<b>5</b>	<b>Hire of personnel on board vessels other than in connection with normal stevedoring</b> <ul style="list-style-type: none"> <li>▪ 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</li> <li>▪ Winch Man for all days (round the clock) except Government declared public holidays</li> </ul>	7.00 7.00
<b>6</b>	<b>Gang cancellation charge</b> Full charges for gangs booked shall be levied in the event gang is cancelled or rescheduled less than 24 hours prior to the shift that the gang was requested.	

*\*\* Rate shall be increased by 10 % on Public Holidays only*