

Tariff

Port Shinas, Port Suwaiq and Port Khasab

1<sup>st</sup> April 2019

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## 1. PREAMBLE

In accordance with the operating agreement with the government of Sultanate of Oman and MARAFI ASYAD Company LLC (MARAFI),

And

As per the ministerial request received through the Letter from HE the under Secretary of Ministry of Transport and Communication, reference MOTC/ PM/UO/801/ 308/2018 dated 26<sup>th</sup> September 2018,

this tariff will come into effect from 1<sup>st</sup> April 2019 for the various port service provided by MARAFI or its contracted companies or individuals in the Port Suwaiq, Port Shinas and the Port Khasab, Sultanate of Oman.

Date of issue – 25<sup>th</sup> March 2019

Effective date – 1<sup>st</sup> April 2019

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## 2. DEFINITIONS AND GENERAL RULES

### 2.1. INTERPRETATIONS

1. **The port Operator:** - means the organization appointed by the government of Sultanate of Oman to operate the marine, commercial and passenger operations and functions of the Port and includes all persons duly authorized to act on behalf of the organization.
2. **Port:** - means the whole of the area, whether land or water, within the limits of the respective Port i.e. Port Shinas, Port Suwaiq and Port Khasab.
3. **Port Premises:** - means all wharves, quays, landing places, docks, storage area, roads and buildings of the port under the operations or administrative control of the operator
4. **Container:** - The term “container” refers to the standard ISO shipping containers, suitable for the transporting and stacking of dry or refrigerated cargo, constructed of metal, fiberglass, plastic or wood, which confines its contents and must be capable of being handled as a unit and lifted by a crane with a container spreader.
5. **Dry Bulk Cargo:** - means the dry cargo being discharged loose from the carrying vessel or loaded loose to the receiving vessel to /from the tippers alongside or the silos through the evacuators
6. **Liquid Bulk cargo:** - means the liquid cargo being discharged from the carrying vessel or loaded to the receiving vessel to /from the tankers alongside or the silos through the evacuators.
7. **General cargo:** - means and refers to all other conventional cargo which are not defined as a type of cargo specifically.
8. **Hazardous cargo:** - means all the classes of dangerous and hazardous cargo as governed by the International Maritime Dangerous cargo code published by the International Maritime Organization (IMO).
9. **RORO cargo:** - means and includes all vehicles, mechanical equipment and other units which have the wheels and self-motive power and being capable of being driven out of or into the vessel without using any lifting or towage equipment.
10. **Metric ton:** - means the weight ton equal to 1,000 Kilograms
11. **Deadweight ton:** - means the weight of the cargo in metric tons
12. **Freight tone:** - except when specifically mentioned all tones shall be regarded as Freight Tones and shall be determined by a Metric Ton or a measurement tone of one cubic meter, whichever is greater.
13. **TEU:** - means Twenty Foot Equivalent Unit in the unit count of ISO shipping containers

### 2.2. GENERAL RULES

#### 1. PORT RULES AND REGULATIONS

The attention of Masters, owners, agents of ships and other port users is drawn to “*Port Sultan Qaboos Rules and Regulations of 1982 and GCC Ports Rules and Regulations*” issued in March 1985 and amendments thereof copies of which may be obtained from the office of the operator. The handling of the vessels, cargo and passenger and other related work within the Port shall be subject to the provision of the Rules and Regulations referred above.

#### 2. DOCUMENTS

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

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### **3. NOTICE OF ARRIVAL**

The agent of the vessel should confirm the Expected Time of Arrival (ETA) of the vessel reasonable time in advance in accordance with the ports daily berthing plan. The master of the vessel, three (3) hours prior to arrival off the Port, should contact Port Control station on V.H.F. Channel 16 specified to each port and request for berthing instructions.

### **4. FRESH WATER**

Port should be requested to plan for supply of water prior to vessel's arrival. Water will be supplied subject to availability. Alternative arrangements can be made through Agents for supply by road tanker.

### **5. HEALTH**

1. Radio pratique may be granted by Director Port Health & Quarantine on Receipt of the following information;
  - a. All Smallpox/Cholera vaccinations valid.
  - b. Valid de-rat certificate.
  - c. No sickness on board.
  - d. No sickness at last Port.
  - e. Country of origin and date of departure.
  
2. Port Health and Quarantine authorities will issue "health form" on boarding. Port Health and Quarantine Authorities require the following documents:
  - a. Crew list
  - b. Valid de-rat certificate
  - c. Last port clearance
  - d. Any other document on their discretion

### **6. RAT GUARDS**

The use of rat guards on all mooring ropes and wires is compulsory whilst vessels are alongside. Vessels without their own rat guards will be required arrange through the agent.

### **7. PORT WORKING HOURS**

Port working hours shall be as notified in the operator's Circulars issued in this regard from time to time. Delivery of cargo and acceptance of cargo outside the normal working hours specified in this tariff and in the circulars shall be subject to prior notification and payment of overtime charges as applicable.

### **8. LABOUR, EQUIPMENT AND WORK SCHEDILING**

Requests for labor and equipment for various operations should be made by Agents to the Manager Operations and the work scheduling is totally at the discretion of the port's Operations Manager.

### **9. CUSTOMS**

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Customs officers board the vessels on arrival either in the Port or at the Anchorage. Ship's Masters are required to produce the following documents to the Customs officers:

- a. Crew list.
- b. Crew's Personnel Declaration List.
- c. Ship's Bonded Store List.
- d. Any other document as may customs authorities require.

## **10. FIRE FIGHTING**

1. Vessel's firefighting equipment must be up to international standards and readily available. Vessel's crew should be qualified for firefighting.
2. The port operator's safety officers or any other authority may inspect the firefighting arrangements at their will.
3. The port operator reserves the right to refuse to berth or accommodate at anchorage any ship which has no adequate firefighting arrangements.

## **11. DANGEROUS AND HAZARDOUS CARGO**

The Port has regulations concerning the handling of dangerous and hazardous goods and Agents should submit lists of such cargo carried on board prior to vessel's arrival. The handling of such cargo shall be in accordance with the rules and regulations of the Port. The Agents or importers should obtain the clearance as may be applicable from the concerned authorities before the goods are discharged from the vessel or brought into the port. The handling of such cargo will be governed by the International Maritime Dangerous Goods Code published by the International Maritime Organization, as listed below:

### **Class Number and the Description of goods Remarks**

- a. Class 1 - Explosives - To be delivered directly from the vessel.
- b. Class 2 - Gases, compressed, liquefied or dissolved under pressure - To be delivered directly from the vessel.
- c. Class 3 - Inflammable liquids - Can be stored in the Hazardous cargo yard.
- d. Class 4 - Inflammable solids - To be delivered directly from the vessel.
- e. Class 5 - Oxidizing substances and organic peroxides Goods of class:
  - o 5.1 - to be delivered directly from the vessel.
  - o Others can be stored in the Hazardous cargo yard.
- f. Class 6 - Poisonous and infectious substances - Can be stored in the Hazardous cargo yard.
- g. Class 7 - Radioactive substances - Not allowed to be imported Through Port Khasab.
- h. Class 8 - Corrosives - Can be stored in the Hazardous cargo yard.
- i. Class 9 - Miscellaneous dangerous substances - Can be stored in the Hazardous yard.

## **12. FROZEN CARGO**

In the event of the port does not provide storage for frozen cargo, the agents and importers and exporters should arrange for transport of the cargo directly from or to the ship. The port operator will not accept any liability except connection for refrigerated containers subject to availability of electricity supply facility.



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### **13. DISPOSAL OF CARGO**

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

### **14. HEALTH, SAFETY, SECURITY AND ENVIRONMENT**

Parties using the Port facilities are required to conform to all the Health, Safety, Security and Environmental (HSSE) directives and in accordance with the rules and regulations of the Port.

### **15. REMOVAL OF OBJECTIONABLE CARGO**

The port operator reserves the right to remove cargo, which in its judgment is likely to cause damage to other cargo, property, health or environment to another location, at the risk and expenses of the owner or Agent of the cargo or vessel. The port operator will not be liable for any damage, loss or accident whatsoever occurring during the relocation.

### **16. ASCERTAINING OF TONNAGE**

The tonnage will be normally considered based on the cargo manifest. However, the port operator reserves the right to either demand a copy of the Bill of Lading (BL) or packing list or carry out random verification of measurement of any cargo and consider the highest volume for application of tariff.

### **17. AUCTION OF UNCLAIMED CARGO**

Goods which are not cleared from the Port within the specified period as notified in this regard, from the date of receipt of such cargo in the port, shall be auctioned after co-ordination with the concerned authorities. The port Operator has the right to sell or destroy any goods that are perishable, spoiled, and putrid or in any condition injurious to health without allowing such goods to be stored for the specified period.

The port operator will not accept any liability for any negligence on the part of the Consignees or the Agents. The operator reserves the right to auction these cargoes after the expiry of the following periods:

- a. Refrigerated containers and cargo - 30 days from the date of discharge from the vessel or date of receipt for export.
- b. Container and general cargo and vehicles, trailers and all other types of cargo - 3 months from the date of discharge from vessel or date of receipt for export.

### **18. CHARGES NOT SPECIFIED**

Usage of facilities or services provided for which a charge is not specifically stated in this tariff will be fixed by the operator.

### **19. ALTERATIONS TO TARIFF**

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The port operator reserves the right to alter, change, or amend from time to time any or all charges, terms and conditions or interpretation contained in this tariff with or without prior notice.

## **20. OPERATING RIGHTS**

All the services within Port shall be exclusively performed by the port operator or its delegated Contractor.

## **21. CONSENT TO TERMS OF TARIFF**

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

## **22. USE OF FACILITIES**

- a. The operator reserves the right to designate and regulate the use of all facilities within the Port limit.
- b. The port operator reserves the right to refuse or accept any and all cargo as per Port Rules and Regulations.
- c. The operator prohibits the placing and/or use within the Port of any mechanical equipment not owned by the operator, except with prior permission and payment of such charges as may be stipulated. It will be the sole responsibility and liability of the user for any injury to persons or damage of whatever nature, including damage to property of the operator. All such plant and equipment brought in the Port should be fully covered for third party liability under owner's insurance policy.
- d. Vessels discharging or loading ballast, sand, coal, bagged cement, scrap iron or any loose material, must use tarpaulins or stages from the ship's rail to the wharf or lighter to prevent such material falling into the harbor.

## **23. PAYMENTS**

- a. All invoices are issued for the services rendered to the concerned port user. The port operator reserves the right to demand the payment of the charges for services in advance, where considered necessary. In case of failure to pay the advance or invoiced amount in accordance with the agreed terms of payment, the port operator reserves the right to deny use of port facilities or permission to sail or delivery of cargo.
- b. In case of non-payment by the vessels' agents of invoices due, the port operator reserves the right to recover the amount due from the vessel's owner, charterer or port operators considered fit.

## **2. 3. LIMITS OF THE PORT**

### **1. THE LAND LIMITS**

Limits of each port will be advised to the parties who needs to know by the operations office of each port.

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## **2. APPROACHES**

The sea side port approach channels will be properly marked by the navigation signal buoys and guiding lights in each port.

## **3. PROHIBITED ENTRY AREA**

Prohibited entry area if any, will be advised to the parties who needs to know by the operations office of each port.

## **4. PROHIBITED ANCHORAGE AREA**

Prohibited anchorage area, if any will be advised to the parties who needs to know by the operations office of each port

## **5. TEMPORARY ANCHORAGE**

Temporary anchorage area Limits of each port will be advised to the parties who needs to know by the operations office of each port

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### 3. SCHEDULE 1 - PORT DUES & CHARGES

#### 3.1. PORT DUES

Port dues will be assessed on all except exempted vessels berthing within the port for the purpose of discharging or loading of cargo or passengers or any other purposes from the time the vessel arrives at the anchorage till the time she leaves the anchorage area. The charges will be based on the length Overall (LOA) of the ship as found in the "Lloyds register of shipping" or other recognized register at the option of the operator. The charge covers the ports marine radio and port control services, the provision and maintenance of navigational aids.

- i. Per LOA 1 meter – RO 2.000 subject to minimum charge per day or part thereof - RO 300.000
- ii. For vessels berthed alongside for reasons other than cargo discharge or loading or passenger handling, RO 300.000 per day or part thereof will be charged in addition to the charges above.

#### 3.2. ANCHORAGE DUES

Anchorage dues will be levied on all except exempted vessels lying at anchorage within port limits and laid up anchorage areas which do not require to be berthed at rates as below:

- i. Vessels with LOA up to 150 meters, per day or part thereof – RO 30.000
- ii. Vessels with LOA more than 150 meters and less than 250 meters, per day part thereof – RO 50.000
- iii. Vessels with LOA above 250 meters per day part thereof – RO 75.000

#### 3.3. EXEMPTED VESSELS

The following ships or classes of ship shall be exempted from payment of Port/Anchorage dues:

- i. Ships in distress or requiring medical assistance at anchorage only for the initial period of 6 hours.
- ii. Ships exempted from the payment of Port dues by the Government of the Sultanate of Oman.

#### 3.4. SMALL CRAFTS DUES

- i. Small crafts cargo barge, service workboats and towing launches (steel or wooden) using anchorage for each period of week or part thereof – RO 10.000
- ii. Dhows and launches when using the port's berths, per day or part thereof – RO 25.000
- iii. Work boats of length overall less than 30 meters stationed in the port's berths and engage in providing services to ships at anchorage, per day or part thereof – RO 35.000
- iv. Work boats of length overall above 30 meters and stationed in the port's berths and engage in providing services to ships at anchorage are subject to the charges as per schedule 3.1.
- v. Small boats up to 2 tons dead weight capacity, using the port berthing facilities - For each period of a day or part thereof - RO.2.000

#### 3.5. BERTHAGE CHARGES

Berthage charges will be comprised of followings:

- i. Tug hire charges
  - a. Normal berthing, un-berthing and shifting operations, per tug per hour or part thereof - RO 150.000

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- b. Berthing, un-berthing or shifting for dead vessels (engines are not fully or partially operational) per tug per hour or part thereof – RO 300.000
  - ii. Pilot charges
    - a. Inward pilot per call – RO 75.000
    - b. Outward pilot per call – RO. 75.000
  - iii. Linesmen
    - a. Linemen for berthing per call – RO 40.000
    - b. Linemen for unberthing per call – RO 40.000

### **3.6. CHARGES FOR PUBLIC HOLIDAYS & WEEK END DAYS**

The charges shown under item nos. 5 above will be increased by 50% on Public Holidays and week end days.

### **3.7. CHARGES FOR OTHER FACILITIES**

- i. Charges for oil pollution prevention – per ship per call – RO 100.000
- ii. Garbage skips - per day per skip – RO 20.000
- iii. Gangway charges, subject to agents request – per gang way per day – RO 50.000

### **3.8. PASSENGER/TOURIST LEVY**

- i. Per passenger (excluding infants below 2 years) embarking or disembarking – RO 1.500
- ii. Per tourist (excluding infants below 2 years) embarking or disembarking – RO 1.500

### **3.9. CHARGES FOR SERVICES TO DEMESTIC FERRIRIES**

- i. Port Dues – per day or part thereof – RO 250.000
- ii. Berthage charges per occasion inwards or outwards – RO 60.000
- iii. Passenger levy
  - a. Embarking –per passenger – RO 1.300
  - b. Disembarking – per passenger – RO 1.300
- iv. Warfage for vehicles ex – domestic ferries driven on and off by the accompanied driver.
  - a. Bicycles – per unit – free
  - b. Motorcycles – per unit – free
  - c. Saloon cars – per unit – RO 1.000
  - d. SUVs, pickups and minibuses up to 10 tons per unit – RO. 2.000
  - e. Heavy vehicles, trucks and buses over 10 tons –per unit – RO. 4.000
  - f. Vehicles categories in above c, d and e which are not accompanies by a driver requiring drive on or off by the operator’s driver – per unit per move – RO.10.500
  - g. The charges in above no “f” includes the temporary parking up to 24 hours in the port’s parking and any vehicles which is not cleared within 24 hours will be charged RO 5.000 per day or part there off as parking charges after expiry of first day.

### **3.10. FRESH WATER**

- i. Per ton, subject to minimum of 10 ton per occasion for vessels – RO 2.000
- ii. Per ton, subject to minimum 3 ton per occasion for Small crafts - RO 2.000
- iii. Above tariff is only for the supply of water alongside

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### **3.11. BUNKER ROYALTY**

To be paid by the bunker supplier

- i. Per ton, subject to minimum of 10 ton per occasion for vessels – RO 1.000
- ii. Per ton, subject to minimum 1 ton per occasion for Small crafts - RO 1.000
- iii. Above tariff is applied for both supplied alongside and at anchorage

### **3.12. CHARGES FOR HIRE OF TUGS AND PILOTS**

- i. Tug hire - For operations other than berthing, un-berthing or shifting of vessels within port limits - per tug per hour or part thereof – RO 300.000
- ii. Tug Hire - For operations other than berthing, un-berthing or shifting of vessels outside port limits - per tug per hour or part thereof - RO 400.000
- iii. Pilot hire - per Pilot per hour or part thereof for usage of within the port – RO 75.000
- iv. The charges shown under item nos. i, ii and iii above will be increased by 50% on Public Holidays and week end days.

### **3.13. DETENTION CHARGES**

- i. Pilot kept waiting through due to any fault of the vessel or vessel's agents, per hour (or part thereof) – RO 75.000
- ii. Pilot boat standing by or detained through due to any fault of the vessel or vessel's agents, per hour (or part thereof) - RO 20.000
- iii. Tugs kept waiting through any fault of the vessel or vessels' agents, per hour (or part thereof) per tug – RO 250.000

### **3.14. BILLING**

All the charges contained in items no. 1 to 2 and 4 to 11 above shall be billed to the vessels' Agents unless specified otherwise.

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## 4. SCHEDULE 2 - STEVEDORING CHARGES

### 4.1. SCOPE

Stevedoring means the supply of the operator's labor on board the vessel to handle import cargo from the vessel to the quay or consignee's vehicle and export cargo from the quay to the vessel. The use of the cargo handling gear is included in the charge. Charges are per Freight ton unless otherwise specified.

### 4.2. DISCHARGING

- i. General cargo and cement including bagged cargo per ton – RO 2.000
- ii. Foodstuff and medicines per ton – RO 1.500
- iii. Iron and steel products per ton- RO 3.000
- iv. Packed timber and plywood per ton – RO 2.500
- v. Poles and loose timber per ton – RO 4.000
- vi. Volume discount for items (iii), (iv) & (v) above (per consignment per vessel)
  - a. Up to 5000 FRT No discount
  - b. 5001 – 10000 FRT 10%
  - c. 100001- 15000 FRT 20%
  - d. 15001 FRT and above 30%
- vii. New Unpacked vehicles, mobile mechanical equipment, trailers and caravans:
  - a. Less than 5 metric tons, per unit - RO 14.000
  - b. 5 metric tons and above per unit - RO 17.000
- viii. Used unpacked vehicles, mobile mechanical equipment, trailers and caravans:
  - a. Less than 5 metric tons, per unit - RO 28.000
  - b. 5 metric tons and above per unit - RO 34.000
- ix. Heavy lifts of 20 metric tons and above will be charged 200% of the normal rates.
- x. For palletized and/or pre-slung cargo (subject to a minimum of 100 tons being block stowed in any one hatch) a rebate of 20% of normal rate will be offered subject to claim by the agent.
- xi. Re-stowage of cargo; landed to the quay and subsequently re-shipped on the same vessel will be charged wharfage of RO 0.500 in addition to other stevedoring charges as per tariff at the rate of per ton or part thereof.
- xii. Bulk cargo: The vessel's agent and the importers are responsible, at their cost, to ensure that all safety measures are taken to protect the environment while discharging of any bulk cargo. The vessel's agent or importer shall be responsible to arrange, at their cost, the necessary equipment required for the operation. The charges are as below:
  - A. Charges for Dry bulk cargo:
    - a. cargo up to 10000 DWT per vessel per DWT - RO 1.000
    - b. cargo over 10000 DWT up to 20000 DWT per vessel per DWT – RO 0.750
    - c. cargo over 20000 DWT per vessel, per DWT – RO 0.500
  - B. Charges for Liquid bulk cargo per DWT – RO 0.600
- xiii. Bad Stowage - Where the port operator considers that cargo is badly stowed or of such a nature and in such condition on board the discharging ship that normal discharging rates do not apply, then it reserves, the right to charge, in addition to normal stevedoring tariff, at the rate specified per gang hour, subject to minimum of half an hour per occasion at the rate of RO 40.000.
- xiv. Cargo discharged direct over-side to barge or coaster or from ship to ship, if the port operator's labor is supplied in the barge or coaster all relevant stevedoring charges will be charged at 150% of the normal rates.

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- xv. In the case of vessels discharging/loading of cargo which may result in spillage of dust and debris such as cement, clinker etc., the vessel or vessels agent shall be fully responsible to clean the hatches and quay at their cost.
  - xvi. The equipment supplied on board for breakup of stowage and any other purpose in stevedoring will be charged at the rates mentioned in No 4.8 in this schedule.

#### 4.3. LOADING FOR EXPORTS

i. Scope of service:

The basic export service is receiving goods for export, providing such storage as may be required and tendering goods to the ships on quay side and subsequently loading on the vessel. All export consignments must be accompanied by an Export Shipping Note (or recognized export gate entry document). All charges for exports are debited to the vessel's Agent and are subject to a minimum charge of RO. 10.000 per Export Shipping Note (or recognized export gate entry document).

ii. The other charges are as below:

- a. all types of General cargo and iron and steel products, per FRT – RO 4.000
- b. new Unpacked vehicles, mobile mechanical equipment, trailers and caravans up to 5 Tons, per unit - RO 27.000
- c. new Unpacked vehicles, mobile mechanical equipment, trailers and caravans more than 5 Tons per unit - RO 32.000
- d. Used Unpacked vehicles, mobile mechanical equipment, trailers and caravans up to 5 Tons per unit - RO 54.000
- e. Used Unpacked vehicles, mobile mechanical equipment, trailers and caravans more than 5 Tons per unit - RO 64.000
- f. Live animal per head – RO 0.250

iii. Lifts over 20 tons and live animals must be shipped direct from the trucks.

iv. Goods loaded direct from barges lying alongside vessels will incur the normal stevedoring charges plus 50% if the operator's labor is supplied in the barges.

v. Shut out cargo Export cargo shut out and not loaded on the designated vessel shall be charged at the rate applicable for shore handling charges as per Schedule 4.

vi. Bulk cargo: The vessel's agent and the exporters are responsible, at their cost, to ensure that all safety measures are taken to protect the environment while loading of any bulk cargo. The vessel's agent or exporter shall be responsible to arrange, at their cost, the necessary equipment required for the operation. The charges are as below:

A. Charges for Dry bulk cargo:

- d. cargo up to 10000 DWT per vessel per DWT - RO 1.000
- e. cargo over 10000 DWT up to 20000 DWT per vessel per DWT – RO 0.750
- f. cargo over 20000 DWT per vessel, per DWT – RO 0.500

B. Charges for Liquid bulk cargo per DWT – RO 0.600

#### 4.4. EXTRA SERVICES

Shifting cargo lashing/unlashing, covering/uncovering hatches, collecting/laying dunnage, rigging gear, repacking on board and any other extra services rendered during loading or discharging will be charged Per gang hour (or part thereof) subject to a minimum of 1/2 hour per occasion and 1 hour per shift, per gang hour - RO 40.000.



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#### 4.5. GANGS WAITING

The gangs kept waiting for the want of the ship or the agent of the ship will be charged per gang hour (or part thereof) subject to a minimum of 1/2 hour per occasion and 1 hour per shift at per gang hour - RO 40.000.

#### 4.6. OVERTIME PREMIUM

Weekends and Holidays working for discharging or loading ships per gang hour or part thereof (subject to a minimum of 8 hours) – RO 40.000.

**NOTE:** When a gang is transferred from one vessel to another during Friday & Holidays, the charges will be apportioned accordingly.

#### 4.7. HIRE OF PERSONNEL

The charges for hire of person other than in connection with normal stevedoring is as below, subject to the minimum charge of per person per hour (or part thereof)

- a. Unskilled employees (Laborers/Helpers) - RO 5.000
- b. Skilled employees (equipment operators, tally clerks, maintenance staff such as mechanic, welder, carpenter, mason, electrician, etc. - RO 7.000
- c. Supervisor, Engineer and Technician RO - 10.000
- d. The above rates will be increased by 50% on Fridays and Public Holidays

#### 4.8. HIRE OF MECHANICAL EQUIPMENT

Hire of mechanical equipment is charged as below. All rates are per hour (or part thereof) and include driver.

- a. Forklifts up to 5 Tons capacity (minimum 2 hours per shift) – RO 25.000
- b. Forklifts more than 5 Tons capacity (minimum 2 hours per shift) – RO 30.000
- c. Mobile crane up to 25 Tons capacity (minimum 4 hours per shift) – RO 40.000
- d. Mobile crane or reach stacker more than 25 Tons capacity but less than 70 tons capacity (minimum 4 hours per shift) – RO 70.000
- e. Mobile cranes more than 70 Tons capacity (minimum 4 hours per shift) – RO 100.000
- f. Towing tractor (Minimum 2 hours per shift) - RO 25.000
- g. Low bed Trailer (Minimum 2 hours per shift) – RO 10.000
- h. Gantry crane used for discharge of general cargo (Minimum 2 hours per shift) - RO-200.000
- i. The above rates will be increased by 25% on weekends and public holidays.

#### 4.9. VESSELS WORKED AT ANCHORAGE

When stevedoring labor is provided by the operator, 200% of the normal tariff is applied and in addition, the ferrying of labors to anchorage and back to shore will be separately charged.

#### 4.10. BILLING

- i. All the charges contained in item 1 – 9 above shall be billed to the vessels' Agents unless otherwise specified.
- ii. All cargo for which no separate rate has been stated above will be billed at the rates applicable for General cargo as on clause 4.2.i. in case of discharging and 4.3.ii.a in case of loading.

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- iii. The Stevedoring charges for dangerous and hazardous cargo shall be charged at 150% of the charges specified in the Schedule for nonhazardous cargo.

## 5. SCHEDULE III - SHOREHANDLING AND STORAGE CHARGES

### 5.1. SCOPE OF SERVICE:

Shore handling means the receipt of goods on or over the quay, sorting to bill of lading, movement between the quay and the storage area, and tendering to the consignees' transport. The use of the ports' cargo handling equipment labor and free storage period as specified in this schedule are included in the charge.

### 5.2. IMPORTS

All charges will be charged per freight ton unless otherwise specified and are subject to a minimum charge of RO. 2.500 per Bill of Lading.

- i. General cargo and cement including bagged cargo – RO 1.800
- ii. Foodstuff and medicines – RO 1.300
- iii. Iron and steel products – RO 2.700
- iv. Packed timber and plywood – RO 2.300
- v. Poles and loose timber – RO 3.600
- vi. Volume discount for items (iii) (iv) & (v) above (per consignment per vessel):
  - a. Up to 5000 FRT Nil
  - b. 5001 – 10000 FRT 10%
  - c. 100001- 15000 FRT 20%
  - d. 15001 FRT and above 30%
- vii. New Unpacked vehicles, mobile mechanical equipment, trailers and caravans up to 5 tons - RO 12.000
- viii. New Unpacked vehicles, mobile mechanical equipment, trailers and caravans more than 5 tons - RO 15.000
- ix. Used Unpacked vehicles, mobile mechanical equipment, trailers and caravans up to 5 tons - RO 26.000
- x. Used Unpacked vehicles, mobile mechanical equipment, trailers and caravans more than 5 tons - RO 30.000
- xi. Components of mechanical equipment received with that equipment but in separate packages will be charged at the general cargo rate unless securely attached to the base machine
- xii. Heavy Lifts of 20 T and above will be charged at 200% normal rate
- xiii. Live animals per head – RO 0.250
- xiv. Direct Delivery - This means direct delivery of the entire consignment from the vessel direct to the consignee's vehicle at the berth without any part thereof landing on the quay subject to the following conditions:
  - a. Lifts over 25 tons and live animals must be delivered direct.
  - b. The rates in the preceding clauses, except that mentioned in xii and xiii will be reduced by 25% for consignments delivered direct from ship to vehicle.

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### 5.3. DEMURRAGE (IMPORT/EXPORT)

After the free period, demurrage is payable for the period of storage of cargo within the port from the time its receipt from vessel till the time of its delivery to the consignee or receipt from shipper till the time of its loading on the carrying vessel.

Demurrage is subject to a minimum charge for per Bill of Lading. All charges are per Freight ton unless otherwise specified.

- i. For the first 7 days after final discharge or before loading free for all types of cargo stored in the port storages except the cargo specified to be directly delivered.
- ii. General cargo, bagged cement, foodstuff and medicines, iron and steel, timber and plywood have below slabs of demurrage after the free period. The demurrage rates applied per day or part thereof per FRT.
  - a. 1st period - For a period of 14 days or part thereof after the free period – RO 0.500
  - b. 2nd period - For a period of 10 days or part thereof after the first period –RO 0.750
  - c. 3rd period - For a period of 10 days or part thereof after the second period –RO 1.500
- iii. Unpacked vehicles, mechanical equipment, trailers and caravans per unit, per day
  - a. 1st period - For a period of 14 days or part thereof after the free period – RO 3.000
  - b. 2nd period - For a period of 10 days or part thereof after the first period – RO 4.500
  - c. 3rd period - For a period of 10 days (or part thereof) after the second period – RO 6.000

### 5.4. OVERTIME

Deliveries or export receiving undertaken outside normal working hours will be charged as below:

- a. Imports delivery - 50% extra premium on the shore handling charges
- b. Export - 50% extra premium on export charges

Overtime work must be prearranged with the respective port's Operations manager

### 5.5. HIRE OF MECHANICAL EQUIPMENT

As indicated in Schedule 2. Section 7

### 5.6. HIRE OF PERSONNEL

As indicated in Schedule 2. Section 8

### 5.7. HIRE OF SPACE

- i. Open storage – per square meter per month or part thereof – RO 5.000
- ii. Warehouse (covered storage) per square meter per day or part thereof subject to minimum hire of 4 sqm – RO 0.500

### 5.8. DHOW AND LAUNCH CARGO

- i. Cargo discharged or loaded from or to dhows and small crafts will be assessed as shown below subject to a minimum charge of RO. 2.500 per bill of lading:
  - a. General cargo per FRT 0.300
  - b. Vehicles and mobile mechanical equipment, up to 5 metric tons, per unit – RO 15.000
  - c. Vehicles and mobile mechanical equipment, more than 5 metric tons, per unit - RO 25.000

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- d. Live animals per head – RO 0.150
    - e. Metal scrap per DWT – RO 1.000
  - ii. Consignments landed to quay and remaining in the Port for more than 24 hours:
    - c. General cargo per FRT 1.800
    - d. Vehicles and mobile mechanical equipment, up to 5 metric tons, per unit - RO13.000
    - e. Vehicles and mobile mechanical equipment, more than 5 metric tons, per unit – RO15.000
  - iii. A fine of RO 50.000 will be imposed on the importer for any wrong declaration of tonnage in addition to the payment of charges based on actual tonnage.
  - iv. Demurrage charges will be applied after 7 days at appropriate import export rates.
  - v. In case of the measurement is not provided in the cargo manifest or in the packing list, for the measurement of Freight Tons, the declared weight tons will be multiplied at the ratio of 1;1.6 (1 weight ton x 1.6) or exercise the mechanism in section 2.2.(16).

#### **5.9. SMALL SPEED BOAT CARGO**

- i. Cargo discharge from or loaded to the small speed boats except live animal and vehicles and mobile equipment will be considered as general cargo for the tariff purpose.
- ii. Cargo discharged or loaded from or to small boats will be assessed as shown below subject to a minimum charge of RO. 1.000 per bill of lading (or invoice):
  - a. General cargo per FRT 0.300
  - b. Vehicles and mobile mechanical equipment, per unit - RO 5.000
  - c. Live animals per head – RO 0.150
- iii. A fine of RO. 10.000 will be imposed on the importer for any wrong declaration of tonnage in addition to the payment of charges based on actual tonnage.
- iv. The cargo, except live animal, both export and import through small boats can store in the port provided such storage is provide for free of cost up to one (1) day.
- v. Cargo both import and export stored in the port temporary storage for more than 1 day will be charged RO 1.000 per FRT per day or part thereof.
- vi. Live animal for both imports and export should be directly delivered from the boats and to the boats. No storage is provided for live animals.

#### **5.10. DISCHARGED GOODS LANDED FOR RE-EXPORT**

This covers the goods on through bills of lading other than transshipment

- i. Goods imported, retained in the Port and subsequently re-exported incur the basic import handling charges (stevedoring and shore handling) and the loading rates.
- ii. Consignments will be liable for demurrage at scheduled rates if not shipped within 14 days from the final date of discharge of the importing vessel.

#### **5.11. BILLING**

- i. All charges contained in items no. 5.2 above shall be billed to the ship's agent.
- ii. All the charges contain in item 5.3 in case of imports be billed to the consignee and in case of export be billed to the agent.
- iii. All charges contained in items no. 5.4, 5.5, 5.6 and 5.8 above shall be billed to the consignee.
- iv. The charges contained in item no. 5.7 above shall be billed to the hirer.

- 
- v. Shore handling charges and demurrage for all cargo for which no separate rate has been stated above will be billed at the rates applicable for General cargo.
  - vi. Shore handling charges and demurrage for dangerous and hazardous cargo shall be 150% of the charges specified in this Schedule.

## **6. SCHEDULE IV - TRANSHIPMENT CARGO**

### **6.1. SCOPE OF SERVICE**

- i. Port accepts cargo for transshipment either by road, sea or air. The transshipment services include receipt of cargo from vessels or truck, storing the cargo till the arrival of the Loading vessels or truck and loading the cargo on them.
- ii. The cargo shall be accepted as transshipment cargo only if the agents declare the transshipment cargo along with the manifest in advance prior to arrival of the discharging vessel or truck, to the Port and Customs authorities.

### **6.2. CHARGES**

- i. General cargo per FRT – RO 4.000
- ii. ISO Containers - 20' per unit – RO 20.000
- iii. ISO Containers – above 20' per unit – RO 30.000
- iv. ISO containers - discount will be offered to shipping lines based on the annual volume of each shipping line, as per the following stepped discount slabs:
  - a. Up to 10,000 TEUs per year - No discount
  - b. 10,000 to 20,000 TEUs per year - 5%
  - c. Over 20,001 to 30,000 TEUs per year - 10%
  - d. Over 30,000 to 40,000 TEUs per year - 15%
  - e. Over 40,000 to 50,000 TEUs per year - 17.5%
  - f. Over 50,000 TEUs per year - 20%For this purpose, volume of TEUs refers to number of TEU cycles covering discharge, storage and loading.
- v. RO-RO Vehicles – Up to 10 metric tons, per unit – RO 25.000
- vi. RO-RO Vehicles – above 10 metric tons, per unit – RO 25.000
- vii. Free storage for all types of cargo for 21 days
- viii. All the charges contained in item nos. i – vii above shall be billed to the vessels' agents.

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## **7. SCHEDULE V – CONTAINERS**

### **7.1.FCL/LCL CONTAINER – IMPORT**

- i. Scope of the service - The scope of service comprises of discharging from vessel, movement to storage yard, CFS, storage up to 10 days and subsequent delivery to consignee.
- ii. Charges
  - a. 20' Containers per container – RO 40.000
  - b. Over 20' Container per container – RO 55.000

### **7.2.UNSTUFFING OF LCL CONTAINERS – IMPORT**

- i. Scope - This means the unloading of goods from a container and includes the provision of labor, equipment and services for the purpose.
- ii. Charges –
  - a. Cargo received from LCL containers will incur normal conventional shore handling and storage charges as container Schedule III.
  - b. 20' Containers per container – RO 25.000
  - c. Over 20' Container per container – RO 50.000

### **7.3.REFRIGERATED CONTAINER – IMPORT**

Electricity supply, temperature and equipment checks per 12 hours period (or part thereof) - RO 5.000

### **7.4.FCL/LCL CONTAINER – EXPORT**

- i. Scope - The service comprises of receipt of container from the vehicle, storage for 10 days, conveyance to vessel and shipment
- ii. Charges -
  - a. 20' Containers per container – RO 40.000
  - b. Over 20' Container per container – RO 55.000

### **7.5.VOLUME DISCOUNT**

The volume discount is applicable based on number of containers discharged or loaded. The discount based on import or export annual volume for each shipping line shall be calculated as per the following stepped up slab rates:

- a. Up to 2000 TEUs per year - Nil
- b. 2001 to 5000 TEUs per year - 5.0%
- c. 5001 to 7000 TEUs per year - 7.5%
- d. 7001 to 10000 TEUs per year - 10.0%
- e. 10001 to 15000 TEUs per year - 12.5%
- f. 15001 to 20000 TEUs per year - 15.0%
- g. 20001 TEUs and above per year - 20.0%

### **7.6.STUFFING OF EXPORT CARGO**

- i. Scope - The service comprises of receiving the cargo from the shipper and loading it into the allocated containers and includes provision of labor, equipment and services for this purpose.
- ii. Charges –

- 
- a. 20' Containers per container – RO 25.000
  - b. Over 20' Container per container – RO 50.000

#### 7.7. EMPTY CONTAINERS – IMPORT/EXPORT

- i. Scope - The service comprises of discharging/loading, storage (see demurrage section) and receipt/delivery.
- ii. Charges -
  - a. 20' Containers per container – RO 21.000
  - b. Over 20' Container per container – RO 28.000

#### 7.8. GROUNDING OF FCL CONTAINERS

- i. Below Charges applied
  - a. 20' Containers per container – RO 10.000
  - b. Over 20' Container per container – RO 15.000

#### 7.9. CLEANING OF EMPTY CONTAINERS

- i. Scope - The scope of service basic cleaning includes sweeping and clearing of the remnants from inside the container and total cleaning includes cleaning the inside with water and removing the labels on the outside. Any chemical used for the purpose shall be charged additionally at cost.
- ii. Charges
  - a. Basic cleaning, per TEU 3.500
  - b. Total cleaning, per TEU 7.000

#### 7.10. SHIFTING CONTAINERS

- i. Shifting containers Hatch to hatch - Scope - landing to quay, use of tractors/trailers to run along quay if necessary and re-loading: charges as below:
  - a. 20' Containers per container – RO 25.000
  - b. Over 20' Container per container – RO 35.000
- ii. Shifting containers within the same hatch - Scope - For shifting the containers within the hatch on board the vessel. Charges as below:
  - a. 20' Containers per container – RO 25.000
  - b. Over 20' Container per container – RO 35.000

#### 7.11. SHUT OUT CONTAINERS

- i. **Scope** - If for any reason loaded/empty containers shifted from container yard to quay are not shipped on the vessel, those consider as shut out:
- ii. Charges
  - a. 20' Containers per container – RO 20.000
  - b. Over 20' Container per container – RO 30.000

#### 7.12. OVERTIME

- i. Scope – provisions of all required staff for operating one Ship to Shore crane which include the backup operation staff in yards, planning office and any other relevant areas of work on week end and holidays are considered as work on overtime.
- ii. Charges per gang hour – RO 40.000

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### 7.13. BILLING

All the charges contained in item no. 7.1, 7.2, 7.4,7.6, 7.7, 7.9, 7.10, 7.11 and 7.12 shall be billed to the agent and Item no 7.3 and 7.8 will be billed the consignee.

### 7.14. DEMURRAGE

- i. LOADED CONTAINERS – IMPORT/EXPORT
  - a. For 10 days after completion of discharging vessel (import) – Free.
  - b. 10 days prior to arrival of loading vessel (export) – Free.
  - c. For each day (or part thereof) for a period of first ten days after free period per 20' container – RO 1.250.
  - d. For each day (or part thereof) for a period of second ten days after first period over 20' container RO- 1.750.
  - e. For each day (or part thereof) after second period, per 20' container – RO 2.500.
  - f. For each day (or part thereof) after second period, per over 20' container – RO 5.000
  - g. Demurrage payable by vessels' Agents in case of exports and by consignees in case of imports.
- ii. EMPTY CONTAINERS
  - a. For 10 days after completion of discharging vessel (import) – Free.
  - b. For 10 days after receipt of the container in the yard (export) - Free
  - c. For each day (or part thereof) after free period per 20' container – RO 0.800
  - d. For each day (or part thereof) after free period per over 20' container – RO 1.200
  - e. For each day (or part thereof) after second period, per 20' container RO 1.600
  - f. For each day (or part thereof) after second period, per over 20' container RO 3.200
  - g. Demurrage shall be billed to vessels' Agents or the registered container operating agent

### 7.15. CUSTOMS INSPECTION OF CONTAINERS

- i. Scope of this service includes provision of equipment and laborers required for shifting and positioning the container at the inspection platform for facilitating the inspection of the contents by the customs authorities.
- ii. Charges
  - a. 20' Containers per container – RO 20.000
  - b. Over 20' Container per container – RO 30.000
- iii. Charges are payable by the consignee

### 7.16. DANGEROUS CARGO CONTAINERS

The terminal handling charges and demurrage for handling containers with dangerous and hazardous cargo shall be 150% of the charges specified in this Schedule.



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## 8. SCHEDULE VI - RO – RO CHARGES

### 1. UNIT DESCRIPTION

All charges are per unit unless otherwise specified. Unit means a vehicle, mechanical equipment on wheels, trailer or a tractor.

### 2. SCOPE

The scope of services include movement from place of rest in vessel to place of rest in storage area and vice versa for exporters

### 3. DISCHARGE/LOADING

- i. Conditions of units - All RO-RO units should adequately satisfy the condition that they are self-powered with sufficient fuel and adequately inflated tyres to be capable of being driven safely from the vessel to the storage areas. Any repair or other services required to be provided by the operator, subject to the capability of the operator to do so. In this connection, to facilitate the discharge operation will be provided at an additional charge commensurate with the cost of providing such services
- ii. Charges – Trailers
  - a. Trailers from or to vessels up to length of 30' (loaded or empty - cargo other than containers) towed by the operator's Tractors – RO 30.000
  - b. Trailers from or to vessels -length more than 30' (loaded or empty - cargo other than containers) towed by the operator's Tractors – RO 40.000
  - c. Trailers from or to vessels up to length of 30' (loaded or empty - cargo other than containers) towed by vessel's Tractors, driven by vessel's driver – RO 15.000
  - d. Trailers from or to vessels - length more than 30' (loaded or empty - cargo other than containers) towed by vessel's Tractors, driven by vessel's driver – RO 25.000
- iii. For the containers discharged on trailers, the rates in container tariff in Schedule V are applied.
- iv. Discharging Vehicles and mobile mechanical equipment.
  - a. Vehicles under 10 Metric tons per unit – RO 13.500
  - b. Vehicles 10 Metric tons & over and mobile mechanical equipment per unit - RO 20.000
- v. Loading Vehicles and mobile mechanical equipment
  - a. Vehicles under 10 Metric tons per unit – RO 20.000
  - b. Vehicles 10 Metric tons & over and mobile mechanical equipment per unit - RO 30.000
- vi. Demurrage - Vessels own trailers not returned on the same vessel will incur demurrage for each day (or part thereof), per unit – RO 1.000
- vii. Shifting trailers or vehicles & mobile mechanical equipment - RO-RO trailers, vehicles & mobile mechanical equipment not destined for Port are shifted off the vessel and subsequently re-loaded, are considered as shifting and below charges will be applied.
  - a. Trailers less than 30' – RO 30.000
  - b. Trailers 30' and over – RO 40.000
  - c. Vehicles under 10 tons – RO 13.500
  - d. Vehicles 10 tons and over and mobile mechanical equipment – RO 20.000
  - e. Shifting on board will be charged at 50% of the above rates
- viii. All the above charges shall be billed to the vessels' Agents unless otherwise agreed.

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#### 4. SHORE HANDLING CHARGES AND DEMURRAGE FOR CARGO EX – RO-RO VESSELS

- i. Shore handling charges for cargo in respect of all RORO units and cargo unloaded from trailers EX- RORO vessels within the port area
  - a. Shore handling charges shall be billed to the consignees
  - b. the rates applicable to cargo as contained in Schedule III will be applied for cargo from ex RORO vessels
- ii. Shore handling charges for RORO units
  - a. Loaded trailers up to length of 30'- delivered to consignee's tractor unit within Port area- RO 25.000
  - b. Loaded trailers up to length of over 30'- delivered to consignee's tractor unit within Port area- RO 35.000
- iii. Demurrage charges for cargo in respect of all RORO units and cargo unloaded from trailers EX- RORO vessels within the port area;
  - a. Demurrage charges shall be billed to the consignees
  - b. The rates applicable to conventional cargo as contained in Schedule III will be applied for cargo from ex RORO vessels
- iv. Demurrage loaded trailers:
  - a. For 10 days after completion of vessel – FREE
  - b. 10 days prior to arrival of vessel – FREE
  - c. For each day (or part thereof) after free period, per unit – RO 3.000

#### 5. WAITING

Port equipment and personnel kept waiting on RORO vessels will be charged at Hire of Personnel & Equipment rate as per conventional quay handling and storage charges as per Schedule III.

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## 9. SCHEDULE VII - PORT DOCUMENTATION AND CHARGES

The Port users should abide by the following port documentation procedures concerning berthing of vessels and clearance of cargo.

### 9.1. BERTHING OF VESSELS

- i. Vessels will not be berthed unless the following documents are received at least 24 hours prior to the arrival.
  - a. 4 copies of Cargo Manifest
  - b. 2 copies of Stowage Plan
  - c. 2 copies of Dangerous Cargo List
  - d. 2 copies of Hatch List and other details of the vessel (Flag, draft, LOA, GRT, etc.)
  - e. Any other document may require time to time by port operator and or governmental authorities
- ii. Shipping agent should pay RO 20.000 per ship call as the port clearance charges

### 9.2. CLEARANCE IMPORT CARGO

- i. Cargo will be delivered from the port only on presentation of Cargo Charges and Removal Order (CCRO) which will be issued by Cargo Documents Office (CDO) upon submission of Agent's Delivery Orders and Customs Declaration and where required copies of the Bills of Lading and Packing List. A certificate charge of RO. 10.000 will be levied on each CCRO issued.
- ii. Consignees wishing to take delivery of cargo after the demurrage charges due date (i.e. after free period) must pay the demurrage before collection of cargo.
- iii. Consignees willing to take direct delivery from the ships should Request the port operations manager as per the following conditions.
  - a. The complete consignment must be taken direct from ship to vehicle.
  - b. Applications for direct delivery of cargo must be made at least 24 hours prior to the vessel's arrival.
  - c. The port operator reserves the right to refuse applications for direct delivery.
  - d. The direct delivery discount is 25% of the shore handling charges applicable to the respective consignment subject the consignment exceeds 100 freight tons.

### 9.3. CLAIMS

- i. Where full or part consignments are not traceable at the storage, importers must obtain an endorsement to that effect on the CCRO from port operator. Claims for non- availability of cargo should be registered with the port operator, which will investigate and depending on the circumstances issue a "Short Landed" or "Goods Not Available" Certificate as applicable at the rate of RO. 5.000 per certificate.
- ii. If the cargo is subsequently traced, consignees will be advised and thereupon they can apply for the clearance of cargo submitting the original Certificates issued.

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- iii. No certificate will be issued for the consignment left in the port for 90 days from the date of discharge.
  - iv. No claim for cargo or refund of charges will be entertained after 90 days from the final date of receipt.

#### 9.4. CLEARANCE OF EXPORT CARGO

- i. Exporters must obtain Export Shipping Notes at a charge of RO. 10.000 each from CDO
- ii. A duly completed Export Shipping Note with endorsements from Agents and Customs will be presented to the CDO according to the time fixed by the Port management.

#### 9.5. DHOWS AND LAUNCHES

- i. Clearance of cargo:
  - a. Cargo will be cleared upon presentation of CCRO's (Dhows and Launches). These can be obtained from CDO, at a charge of RO. 10.000 each.
  - b. Consignees must produce the Customs Declaration to obtain a CCRO.
- ii. Loading of cargo:
  - a. Cargo shall be loaded into Dhows and Launches upon presentation the Export Shipping Notes (Dhows and Launches) obtained from CDO, at a charge of RO. 10.000
  - b. The Exporters should submit to CDO the Customs Declaration and List of Goods to be loaded with details as to the number of packages, DWT and M<sup>3</sup> of each package

#### 9.6. ENTRY PASSES

- i. Port Operator issues various types of gate passes to facilitate port users and visitors and their vehicles to enter the port. Gate passes will be issued Separately for individuals and vehicle needing entering to the port. All gate passes are issued subject to payment of charges as mentioned under clause no. 9.6.iv and the clause no. 9.6.vii below.
- ii. Individual gate passes will be issued on receipt of a letter and application form with supportive document listed below from concerned showing that the applicant has legitimate business in the Port. The gate passes can be obtained for 1 day up to 1 year depending on the port users' requirement. However, validity of gate pass will not be issued beyond the expiry date of resident card or identity card. The applicant should submit following documents for obtaining the gate pass.
  - a. Company Letter regarding the work to be undertaken in the secured port area
  - b. No Objection Certificate from the Company for authorization.
  - c. Copy of residence Card & 2 Photos.
  - d. Copy of Specimen signatory
- iii. Above requirement of documents may change time to time at the request of Royal Omani Police or at the discretion of MARAFI.

iv. The gate pass charges for individuals are as below;

SN	Description	Amount RO.	Type	Period
1	One day	0.600	Temporary	One day
2	Two days	0.600	Temporary	Two days
3	Three days	0.800	Temporary	Three days
4	Four days	1.000	Temporary	Four days
5	Five days	1.200	Temporary	Five days
6	Six days	1.400	Temporary	Six days
7	One Week	1.600	Temporary	One Week
8	One Month	2.000	Permanent	One Month
9	Three Months	3.000	Permanent	Three Months
10	Six Months	5.000	Permanent	Six Months
11	One Year	7.000	Permanent	One Year

v. Port entry vehicle gate pass fee is exempted for below vehicles;

- a. Vehicles of employees and official vehicles of MARAFI.
- b. Vehicles of all the tenants having facilities inside the port.
- c. Vehicles of Government Institutions under service of Sultanate of Oman

vi. Vehicle gate passes can be obtained upon submission of the vehicle registration card (MULKIYA) which is valid at the time of the gate pass issue date and till the end of the gate pass valid date. Gate passes will not be issued beyond the expiry date of the MULKIYA.

vii. The gate pass charges for vehicles are as below;

Type of vehicle	Per vehicle for one day	Per vehicle for one Week	Per vehicle for One Month	Per vehicle for Three Month
Saloon Cars and Four wheelers	RO 3	RO 10	RO 20	RO 50
Buses of all type	RO 5	RO 15	RO 50	RO 125
Cargo Truck & equipment, less than 10 Ton	RO 3	RO 10	RO 20	RO 50
Cargo Truck & equipment, more than 10 Ton	RO 5	RO 15	RO 50	RO 125

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