ORGANISMO SUPERVISOR DE LA INVERSIÓN EN INFRAESTRUCTURA DE TRANSPORTE DE USO PÚBLICO

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OSITRÁN
EL REGULADOR DE LA INFRAESTRUCTURA DE TRANSPORTE DE USO PÚBLICO

FIJACIÓN TARIFARIA DEL SERVICIO ESPECIAL "DESCARGA Y ENVÍO DE INFORMACIÓN DE PARÁMETROS DE CONTENEDOR REEFER" EN EL TERMINAL NORTE MULTIPROPÓSITO DEL TERMINAL PORTUARIO DEL CALLAO

Gerencia de Regulación y Estudios Económicos

Gerencia de Asesoría Jurídica

Lima, 24 de octubre de 2022

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RESUMEN EJECUTIVO

ANTECEDENTES

Con fecha 11 de mayo de 2011 se suscribió el Contrato de Concesión para el diseño, construcción, financiamiento, conservación y explotación del Terminal Norte Multipropósito en el Terminal Portuario del Callao (en adelante, el Contrato de Concesión) entre el Ministerio de Transportes y Con fecha 11 de mayo de 2011 se suscribió el Contrato de Concesión para el diseño, construcción, financiamiento, conservación y explotación del Terminal Norte Multipropósito en el Terminal Portuario del Callao (en adelante, el Contrato de Concesión) entre el Ministerio de Transportes y Comunicaciones, en representación del Estado, (en adelante, el Concedente o el MTC), quien a su vez actúa a través de la Autoridad Portuaria Nacional (en adelante, APN), y la empresa APM Terminals Callao S.A. (en adelante, el Concesionario o APMT).

Con fecha 16 de junio de 2014 se suscribió un Convenio de Cooperación Interinstitucional entre el Organismo Supervisor de la Inversión en Infraestructura de Transporte de Uso Público (en adelante, Ositrán) y el Instituto Nacional de Defensa de la Competencia y de la Protección de la Propiedad Intelectual (en adelante, Indecopi) a fin de dar atención a las propuestas de Servicios Especiales presentadas por APMT en el marco de lo establecido en la Cláusula 8.23 del Contrato de Concesión.

Mediante Carta N° 0251-2021-APMTC/LEG, de fecha 22 de marzo de 2021, APMT remitió al Indecopi, con copia al Ositrán, la Propuesta del Servicio Especial “Descarga y envío de parámetros de contenedor *reefer*” (en adelante, la Propuesta de Servicio Especial).

El 20 de mayo de 2021, mediante Resolución de Consejo Directivo N° 0023-2021-CD-OSITRAN, sustentada con el Informe Conjunto Nº 072-2021-IC-OSITRAN (GRE-GSF-GAJ), el Consejo Directivo del Ositrán resolvió declarar que el servicio denominado “Descarga y envío de información de parámetros de contenedor *reefer*” propuesto por APMT, califica como Servicio Especial no previsto en el Contrato de Concesión.

Mediante Oficio N° 089-2021/ST-CLC-INDECOPI, notificado el 20 de julio de 2021, el Indecopi remitió al Ositrán el Informe Técnico N° 043-2021-CLC/INDECOPI, mediante el cual la Comisión de Defensa de la Libre Competencia realizó el análisis de las condiciones de competencia en la prestación del servicio denominado “Descarga y envío de información de parámetros de contenedor *reefer*” solicitado por APMT.

Mediante Oficio Nº 116-2021-GRE-OSITRAN, notificado el 3 de agosto de 2021, la Gerencia de Regulación y Estudios Económicos remitió a la Autoridad Portuaria Nacional, entre otros, el Oficio N° 089-2021/ST-CLC-INDECOPI conjuntamente con el Informe Técnico N° 043-2021-CLC/INDECOPI, para los fines pertinentes.

El 19 de enero de 2022, mediante Carta N° 0035-2022-APMTC/LEG, APMT solicitó al Ositrán el inicio del procedimiento de fijación tarifaria del Servicio Especial de “Descarga y envío de información de parámetros de contenedor *reefer*”.

Mediante los Oficios N° 00051-2022-GRE-OSITRAN y N° 00052-2022-GRE-OSITRAN, notificados el 28 de febrero y 1 de marzo de 2022, respectivamente, la Gerencia de Regulación y Estudios Económicos formuló a Terminales Portuarios Euroandinos Paita S.A. y DP World Callao S.R.L. consultas referidas a servicios especiales relacionados al servicio materia de análisis del presente documento, las cuales fueron absueltas mediante Cartas N° 030-2022-TPE/GG y DALC.DPWC.053.2021 recibidas el 03 y 04 de marzo de 2022, respectivamente.

Mediante Resolución N° 0008-2022-CD-OSITRAN del 23 de marzo de 2022, el Consejo Directivo del Ositrán dispuso el inicio del procedimiento de fijación tarifaria, a pedido de APMT, del Servicio Especial “Descarga y envío de información de parámetros de contenedor *reefer*”.

Mediante los Oficios N° 0032-2022-SCD-OSITRAN, N° 0033-2022-SCD-OSITRAN y N° 0034-2022-SCD-OSITRAN, recibidos el 24 de marzo de 2022, la Secretaría del Consejo Directivo de Ositrán, notificó a APMT, MTC y APN, respectivamente, la Resolución N° 0008-2022-CD-OSITRAN.

Mediante el Memorando N° 00276-2022-GG-OSITRAN de fecha 20 de junio de 2022, la Gerencia General del Ositrán concedió la prórroga (30) días hábiles adicionales para la presentación de la propuesta tarifaria referida al del Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*".

Mediante Memorando N° 00140-2022-GRE-OSITRAN, de fecha 9 de agosto de 2022, la Gerencia de Regulación y Estudios Económicos, con el apoyo de la Gerencia de Asesoría Jurídica, presentó a la Gerencia General el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao", adjuntando la información a que se refiere el Artículo 20 del Reglamento General de Tarifas de Ositrán.

En la sesión de Consejo Directivo N° 773-2022-CD-OSITRAN, del 24 de agosto de 2022, la Gerencia de Regulación y Estudios Económicos solicitó a los miembros del Consejo Directivo del Ositrán realizar precisiones en el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao" presentado mediante Memorando N° 00140-2022-GRE-OSITRAN, las cuales fueron aceptadas por el Consejo Directivo.

El 25 de agosto de 2022, mediante Resolución N° 0035-2022-CD-OSITRAN el Consejo Directivo del Ositrán, entre otros, aprobó el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao".

El 2 de setiembre de 2022, se publicó en el Diario Oficial El Peruano la Resolución de Consejo Directivo Nº 0035-2022-CD-OSITRAN mediante la cual, entre otros, se aprobó el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao". Asimismo, se publicó el Proyecto de resolución de Consejo Directivo que aprueba la propuesta tarifaria, la Exposición de motivos del proyecto de resolución indicado precedentemente, la relación de documentos que constituyen el sustento de la propuesta tarifaria, la información sobre la fecha y lugar en que se realizará la audiencia pública correspondiente y el plazo dentro del cual se recibirán los comentarios escritos relativos a la propuesta tarifaria del Ositrán.

El 23 de setiembre de 2022, se llevó a cabo la Sesión Extraordinaria Virtual N° 74 del Consejo de Usuarios de Puertos, en la cual se brindó un alcance respecto a los criterios, estudios y metodología que sirvieron de base para la elaboración del Informe que sustenta la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao".

Con fecha 27 de setiembre de 2022, se llevó a cabo la Audiencia Pública, a través de la plataforma informática "Microsoft Teams", en la que Ositrán presentó la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao".

El 30 de setiembre de 2022, mediante la Carta N° 1167-2022 APMTC/LEG, APMT presentó sus comentarios a la Propuesta Tarifaria del Regulador.

DEFINICIÓN Y ALCANCE DEL SERVICIO ESPECIAL

Para la definición y alcance del Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*" se ha tomado en cuenta lo indicado en la Resolución N° 008-2022-CD-

OSITRAN, sustentada en el Informe N° 018-2022-IC-OSITRAN (GRE-GAJ), que dispuso el inicio del presente procedimiento tarifaria, según la cual:

- El servicio consiste en la descarga electrónica de la información histórica de parámetros (también conocido como *Datalog*) que contiene la computadora o CPU de un contenedor *reefer* y el envío de la información descargada al usuario o solicitante. La información descargada - también denominada data horaria pues provee información de parámetros por hora- incluye la fecha y hora de encendido de alarmas, apagados y encendidos del contenedor, controles previos al viaje realizado (PTI realizados), temperaturas y otros, siendo que la antigüedad de dicha información puede ser del último viaje, de los últimos 30 a 90 días o de un rango de fechas.

- El servicio objeto de fijación tarifaria es demandado por las líneas navieras, que en su calidad de dueñas de los contenedores *reefer,* son las que requieren verificar el correcto funcionamiento de su contenedor en el último viaje o en un periodo histórico para diversos fines, entre ellos, cuando surgen controversias con sus clientes.

METODOLOGÍA

De acuerdo con lo señalado en el Informe N° 018-2022-IC-OSITRAN, que sustentó la Resolución de Consejo Directivo N° 008-2022-CD-OSITRAN, sobre la base de la información disponible en esa etapa inicial del procedimiento, se consideró que la metodología de tarificación comparativa (*benchmarking*) constituye una metodología apropiada para la determinación de la tarifa del servicio especial materia de análisis en este caso.

PROPUESTA DE APMT

El Concesionario propuso que la tarifa por el Servicio Especial de "Descarga y envío de información de parámetros de contenedor *reefer*" se fije por contenedor de veinte (20) o cuarenta (40) pies, para lo cual propone una muestra final de doce (12) terminales portuarios nacionales e internacionales.

Así, la tarifa propuesta por el Concesionario corresponde al promedio de la muestra seleccionada por APMT que incluye Terminal Portuario de Paita, Port Sokhna, Port Said, Terminal Muelle Sur del Callao, Port Salalah, Bahrein Port, Port of Mina Rashid, Port of Jebel Ali, Tanger Med, Porto di Ravenna, Mobile Port y Hamad Port:

Tarifa máxima propuesta por APMT
para el servicio "Descarga y envío de información de parámetros de contenedor *reefer*"

Servicio Especial	Unidad de cobro	Tarifa máxima (En USD, sin IGV)
Descarga y envío de información de parámetros de contenedor *reefer*	Por contenedor	25,31

Fuente: Propuesta Tarifaria de APMT.

PROPUESTA TARIFARIA DEL OSITRÁN

Según el Artículo 1 del RETA, la regulación tarifaria relativa a los servicios derivados de la explotación de las Infraestructuras de Transporte de Uso Público es competencia exclusiva del Ositrán, de acuerdo con lo establecido en el literal b) del numeral 7.1 de la Ley N° 26917, Ley de Supervisión de la inversión Privada en Infraestructura de Transporte de Uso Público y Promoción de los Servicios de Transporte Aéreo.

En esta línea, el artículo 2 del RETA, dispone que, en ejercicio de la función de la función reguladora, corresponde al Ositrán:

- Establecer sistemas tarifarios.
- Fijar y revisar las tarifas o tarifas máximas aplicables a la prestación de los servicios derivados de la explotación de las ITUP, así como establecer las condiciones para su aplicación y revisión. En el caso de empresas públicas, podrá establecer mecanismos explícitos de ajuste tarifario relacionado a la ejecución de las inversiones.
- Fijar y revisar las tarifas o determinar los niveles tarifarios en los casos en que el contrato de concesión así lo establezca, incluyendo la metodología, el periodo de vigencia o el periodo de revisión regular o extraordinario, de ser el caso.
- Desregular las tarifas cuando se verifique la existencia de condiciones de competencia.
- Establecer el conjunto de reglas y disposiciones a los que deberán sujetarse las Entidades Prestadoras en el establecimiento y aplicación de sus tarifas, de conformidad con el marco normativo y contractual aplicable. En el caso de empresas públicas, la resolución podrá contener mecanismos explícitos de ajuste tarifario relacionado a la ejecución de las inversiones.

Es preciso indicar que, conforme al artículo IV del Título Preliminar del RETA, el sistema tarifario comprende tres elementos: (i) la estructura tarifaria, (ii) la unidad de cobro y (iii) el nivel tarifario máximo que debe ser considerado. Estos tres componentes forman parte de la presente fijación Tarifaria de Ositrán.

Bajo la metodología de tarificación comparativa (*benchmarking*), la tarifa que determine el regulador será aquella que resulte de promediar las tarifas de una muestra de terminales portuarios que brindan un servicio características similares al servicio de "Descarga y envío de información de parámetros de contenedor *reefer*".

Se seleccionaron ocho (8) terminales portuarios que cumplen con los criterios de a) disponibilidad de información pública y detallada, b) alcances de los servicios que sean comparables y c) no consignan valores extremos (el cálculo incluyó la estandarización de las tarifas cobradas en dichos terminales portuarios, así como la aplicación del test estadístico de Tukey, Criterio de Chauvenet y Criterio de Peirce).

Considerando lo anterior, la tarifa propuesta por Ositrán para que el Concesionario cobre a los usuarios que soliciten el Servicio "Descarga y envío de información de parámetros de contenedor *reefer*" ascendió a **USD 20,30 por contenedor de 20 o 40 pies**.

COMENTARIOS A LA PROPUESTA TARIFARIA DE OSITRÁN

La Propuesta Tarifaria de Ositrán fue objeto de comentarios en el marco de la Sesión Extraordinaria Virtual N° 74 del Consejo de Usuarios de Puertos desarrollada el 23 de setiembre de 2022, en el marco de la Audiencia pública desarrollada el 27 de setiembre de 2022 y aportes escritos a través de la Carta N° 1167-2022 APMTC/LEG remitida por APMT el 30 de setiembre de 2022.

Los comentarios estuvieron referidos al procedimiento de fijación tarifaria y el alcance del Servicio Especial objeto del procedimiento, así como al criterio de antigüedad de los tarifarios a ser incluidos en la muestra de servicios comparables y a la inclusión de tarifarios de servicios similares recientemente actualizados o identificados por APMT.

FIJACION TARIFARIA

A partir del análisis de los comentarios, se aceptó el comentario de APMT de incluir información de nuevos tarifarios de terminales portuarios que presentarían servicios similares al servicio analizado que permitió contar con una base más amplia de información disponible se aplicó nuevamente el esquema de análisis de verificar el alcance de los servicios comparables y excluir los valores

extremos de la muestra a partir de la aplicación del test estadístico de Tukey, Criterio de Peirce y Criterio de Chauvenet.

Considerando dicha evaluación, a partir del promedio de nueve (9) terminales portuarios se determinó que la tarifa máxima que el Concesionario podrá cobrar a los usuarios que soliciten el Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer"* será de **USD 21,22 por contenedor de 20 o 40 pies:**

Muestra final de terminales portuarios utilizada en el *benchmarking*

País	Puerto/Terminal Portuario	Tarifa USD/Contenedor
Perú	1. TP Paita	10,00
	2. TP Callao	15,00
Egipto	3. Port Sokhna	10,00
Italia	4. Porto di Ravenna	39,58
Malasia	5. Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	9,94
Omán	6. Port Salalah	21,00
Emiratos Árabes Unidos	7. Port of Jebel Ali	28.59
Baréin	8. Bahrain Port	23,87
Marruecos	9. Tangier Med	32,99
Promedio		**21,22**

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

Esta tarifa será aplicable a las líneas navieras o sus representantes que soliciten el servicio, correspondiendo al Concesionario implementar el mecanismo que deje constancia de la solicitud por parte de los Usuarios.

La presente tarifa tiene el carácter de tarifa máxima (no incluye IGV) y podrá ser reajustada después de 12 meses de vigencia mediante el mecanismo RPI - X establecido en la Cláusula 8.25 del Contrato de Concesión.

I. ANTECEDENTES

1. Con fecha 11 de mayo de 2011 se suscribió el Contrato de Concesión para el diseño, construcción, financiamiento, conservación y explotación del Terminal Norte Multipropósito en el Terminal Portuario del Callao (en adelante, el Contrato de Concesión) entre el Ministerio de Transportes y Comunicaciones, en representación del Estado, (en adelante, el Concedente o el MTC), quien a su vez actúa a través de la Autoridad Portuaria Nacional (en adelante, APN), y la empresa APM Terminals Callao S.A. (en adelante, el Concesionario o APMT).

2. Con fecha 16 de junio de 2014 se suscribió un Convenio de Cooperación Interinstitucional entre el Organismo Supervisor de la Inversión en Infraestructura de Transporte de Uso Público (en adelante, Ositrán) y el Instituto Nacional de Defensa de la Competencia y de la Protección de la Propiedad Intelectual (en adelante, Indecopi) a fin de dar atención a las propuestas de Servicios Especiales presentadas por APMT en el marco de lo establecido en la Cláusula 8.23 del Contrato de Concesión.

3. Mediante Carta N° 0251-2021-APMTC/LEG, de fecha 22 de marzo de 2021, APMT remitió al Indecopi, con copia al Ositrán, la Propuesta del Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*" (en adelante, la Propuesta de Servicio Especial).

4. El 20 de mayo de 2021, mediante Resolución de Consejo Directivo N° 0023-2021-CD-OSITRAN, sustentada con el Informe Conjunto Nº 072-2021-IC-OSITRAN (GRE-GSF-GAJ), el Consejo Directivo del Ositrán resolvió declarar que el servicio denominado "Descarga y envío de parámetros de contenedor *reefer*" propuesto por APMT, califica como Servicio Especial no previsto en el Contrato de Concesión.

5. Mediante Oficio N° 089-2021/ST-CLC-INDECOPI, notificado el 20 de julio de 2021, el Indecopi remitió al Ositrán el Informe Técnico N° 043-2021-CLC/INDECOPI, mediante el cual la Comisión de Defensa de la Libre Competencia realizó el análisis de las condiciones de competencia en la prestación del servicio denominado "Descarga y envío de parámetros de contenedor *reefer*" solicitado por APMT.

6. Mediante Oficio Nº 116-2021-GRE-OSITRAN, notificado el 3 de agosto de 2021, la Gerencia de Regulación y Estudios Económicos remitió a la Autoridad Portuaria Nacional, entre otros, el Oficio N° 089-2021/ST-CLC-INDECOPI conjuntamente con el Informe Técnico N° 043-2021-CLC/INDECOPI, para los fines pertinentes.

7. El 19 de enero de 2022, mediante Carta N° 0035-2022-APMTC/LEG, APMT solicitó al Ositrán el inicio del procedimiento de fijación tarifaria del Servicio Especial de "Descarga y envío de información de parámetros de contenedor *reefer*". Para tal efecto, APMT adjuntó el informe denominado Propuesta Tarifaria de parte del Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*" (en adelante, la Propuesta Tarifaria de APMT). Asimismo, APMT indicó que presentaba su solicitud y propuesta tarifaria con la finalidad que el Ositrán inicie el proceso de fijación tarifaria, de conformidad con lo dispuesto en la Cláusula 8.3 del Contrato de Concesión y los artículos 17 y 18 del Reglamento General de Tarifas del Ositrán[1] (en adelante, el RETA).

8. Mediante Oficio N° 00051-2022-GRE-OSITRAN, notificado el 28 de febrero de 2022, la Gerencia de Regulación y Estudios Económicos en aplicación del numeral 18.4 del artículo 18 del RETA formuló a Terminales Portuarios Euroandinos Paita S.A. (en adelante, Euroandinos), que administra el Terminal Portuario de Paita, un requerimiento de información relacionado al servicio Lectura de parámetros de contenedores refrigerados a través de medios electrónicos (*download*), otorgando para tal efecto un plazo de tres (3) días hábiles.

[1] Aprobado mediante Resolución de Consejo Directivo Nº 0003-2021-CD-OSITRAN.

9. Asimismo, con Oficio N° 00052-2022-GRE-OSITRAN, notificado el 1 de marzo de 2022, la Gerencia de Regulación y Estudios Económicos en aplicación del numeral 18.4 del artículo 18 del RETA formuló a DP World Callao S.R.L. (en adelante, DP World), que administra el Terminal Muelle Sur del Terminal Portuario del Callao, un requerimiento de información relacionado al Servicio Lectura de parámetros de contenedores refrigerados con uso de medios electrónicos, otorgando para tal efecto un plazo de tres (3) días hábiles.

10. Mediante Cartas N° 030-2022-TPE/GG y DALC.DPWC.053.2021 recibidas el 03 y 04 de marzo de 2022, Euroandinos y DP World; respectivamente, remitieron la información solicitada.

11. El 8 de marzo de 2022, la Gerencia de Regulación y Estudios Económicos y la Gerencia de Asesoría Jurídica elevaron a la Gerencia General el Informe N° 00018-2022-IC-OSITRAN (GRE-GAJ), mediante el cual se recomienda el inicio del procedimiento de fijación tarifaria, a pedido de la Entidad Prestadora, del Servicio Especial de "Descarga y envío de información de parámetros de contenedor *reefer*".

12. Mediante Resolución N° 0008-2022-CD-OSITRAN del 23 de marzo de 2022, el Consejo Directivo de Ositrán dispuso el inicio del procedimiento de fijación tarifaria, a pedido de APMT, del Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*" a ser brindado en el Terminal Norte Multipropósito en el Terminal Portuario del Callao.

13. Mediante los Oficios N° 0032-2022-SCD-OSITRAN, N° 0033-2022-SCD-OSITRAN y N° 0034-2022-SCD-OSITRAN, remitidos el 24 de marzo de 2022, la Secretaría del Consejo Directivo de Ositrán, notificó a APMT, MTC y APN, respectivamente, la Resolución N° 0008-2022-CD-OSITRAN.

14. A través del Memorando N° 118-2022-GRE-OSITRAN de fecha 17 de junio de 2022, la Gerencia de Regulación y Estudios Económicos solicitó a la Gerencia General del Ositrán que le conceda treinta (30) días hábiles adicionales para remitir a su despacho la propuesta tarifaria, en aplicación de lo dispuesto en el numeral 19.1 del artículo 19 del RETA.

15. Mediante el Memorando N° 00276-2022-GG-OSITRAN de fecha 20 de junio de 2022, la Gerencia General del Ositrán concedió la prórroga de plazo solicitada mediante el Memorando N° 118-2022-GRE-OSITRAN.

16. Con Memorando N° 00140-2022-GRE-OSITRAN, de fecha 9 de agosto de 2022, la Gerencia de Regulación y Estudios Económicos, con el apoyo de la Gerencia de Asesoría Jurídica, presentó a la Gerencia General el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao", adjuntando la información a que se refiere el artículo 20 del Reglamento General de Tarifas de Ositrán.

17. En la sesión de Consejo Directivo N° 773-2022-CD-OSITRAN, del 24 de agosto de 2022, la Gerencia de Regulación y Estudios Económicos solicitó a los miembros del Consejo Directivo del Ositrán realizar precisiones en el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao" presentado mediante Memorando N° 00140-2022-GRE-OSITRAN, las cuales fueron aceptadas por el Consejo Directivo.

18. Mediante Memorando N° 00151-2022-GRE-OSITRAN de fecha 24 de agosto de 2022, la Gerencia de Regulación y Estudios Económicos remitió a la Gerencia General la nueva "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao", la propuesta de resolución tarifaria del Consejo Directivo, la exposición de motivos y la relación de documentos que sustentan la propuesta.

19. El 25 de agosto de 2022, mediante Resolución N° 0035-2022-CD-OSITRAN el Consejo Directivo del Ositrán, entre otros, aprobó el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao".

20. El 2 de setiembre de 2022, se publicó en el Diario Oficial El Peruano la Resolución de Consejo Directivo Nº 0035-2022-CD-OSITRAN mediante la cual, entre otros, se aprobó el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao". Asimismo, se publicó el Proyecto de resolución de Consejo Directivo que aprueba la propuesta tarifaria, la Exposición de motivos del proyecto de resolución indicado precedentemente, la relación de documentos que constituyen el sustento de la propuesta tarifaria, la información sobre la fecha y lugar en que se realizará la audiencia pública correspondiente y el plazo dentro del cual se recibirán los comentarios escritos relativos a la propuesta tarifaria del Ositrán.

21. Con fecha 19 de setiembre de 2022, se efectuó la publicación del Aviso de Convocatoria de la audiencia pública en el Boletín Oficial del Diario Oficial El Peruano.

22. El 23 de setiembre de 2022, se llevó a cabo la Sesión Extraordinaria Virtual N° 74 del Consejo de Usuarios de Puertos, en la cual se brindó a los miembros del referido consejo un alcance respecto a los criterios, estudios y metodología que sirvieron de base para la elaboración del Informe que sustenta la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao".

23. Con fecha 27 de setiembre de 2022, se llevó a cabo la Audiencia Pública, a través de la plataforma informática Microsoft Teams, en la que Ositrán presentó la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao".

24. El 30 de setiembre de 2022, mediante la Carta N° 1167-2022 APMTC/LEG, APMT presentó sus comentarios a la Propuesta Tarifaria del Regulador.

25. Mediante Memorando N° 749-2022-GAU-OSITRAN de fecha 20 de octubre de 2022, la Gerencia de Atención al Usuario remitió a la Gerencia de Regulación y Estudios Económicos información sobre las actuaciones que realizaron para el desarrollo de la Audiencia Pública realizada el 27 de setiembre de 2022.

II. MARCO LEGAL

II.1. Alcance de la función reguladora de Ositrán

26. El literal b) del numeral 3.1[2] del artículo 3 de la Ley Marco de los Organismos Reguladores de la Inversión Privada en los Servicios Públicos, aprobada por la Ley Nº 27332, señala que la función reguladora de los Organismos Reguladores comprende la facultad de fijar tarifas de los servicios bajo su ámbito.

27. El numeral 3.1[3] del artículo 3 de la Ley de Supervisión de la Inversión en Infraestructura de Transporte de Uso Público, aprobada mediante la Ley Nº 26917, establece que el Ositrán

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[2] *"**Artículo 3.- Funciones***
3.1 Dentro de sus respectivos ámbitos de competencia, los Organismos Reguladores ejercen las siguientes funciones: (…)
b) Función reguladora: comprende la facultad de fijar las tarifas de los servicios bajo su ámbito;"

[3] *"**Artículo 3.- Misión de OSITRAN***
3.1. La misión de OSITRAN es regular el comportamiento de los mercados en los que actúan las Entidades Prestadoras, así como, el cumplimiento de los contratos de concesión, cautelando en forma imparcial y objetiva los intereses del

tiene como misión regular el comportamiento de los mercados en los que actúan las Entidades Prestadoras, con la finalidad de cautelar en forma imparcial y objetiva los intereses del Estado, de los inversionistas y de los usuarios, para garantizar la eficiencia en la explotación de la Infraestructura de Transporte de Uso Público.

28. Asimismo, el literal b) del Numeral 7.1 del artículo 7 de la referida Ley atribuye al Ositrán la función de operar el sistema tarifario de la infraestructura bajo su ámbito, fijando las tarifas correspondientes en los casos en que no exista competencia en el mercado; y, en el caso que exista un Contrato de Concesión con el Estado, velar por el cumplimiento de las cláusulas tarifarias y de reajuste tarifario que éste pueda contener.

> *"**Artículo 7.- Funciones***
> *7.1. Las principales funciones de OSITRAN son las siguientes:*
> *(…)*
> *b) **Operar el sistema tarifario de la infraestructura bajo su ámbito**, dentro de los siguientes límites:*
> *i. **En el caso que no exista competencia en el mercado, fijar las tarifas**, peajes y otros cobros similares y establecer reglas claras y precisas para su correcta aplicación, así como para su revisión y modificación, en los casos que corresponda.*
> *ii. **En el caso que exista un contrato de concesión con el Estado, velar por el cumplimiento de las cláusulas tarifarias** y de reajuste tarifario que éste contiene.*
> *iii. Cuando exista competencia en el mercado y no existan cláusulas tarifarias, velar por el libre funcionamiento del mercado.*
> *(…)"*
>
> [Énfasis y subrayado agregados.]

29. El artículo 10[4] del Reglamento General de Ositrán (en adelante, REGO), aprobado por Decreto Supremo N° 044-2006-PCM, y sus modificatorias, establece que el Regulador se encuentra facultado para ejercer las funciones normativa, reguladora, supervisora, fiscalizadora y sancionadora, y de solución de controversias y atención de reclamos de usuarios. Por otro lado, el artículo 16 del mencionado dispositivo señala que por la función reguladora el Ositrán fija, revisa o desregula las tarifas de los servicios y actividades derivadas de la explotación de la infraestructura en virtud de un título legal o contractual.

30. Cabe resaltar, adicionalmente, que el artículo 17[5] del REGO establece que la función reguladora es competencia exclusiva del Consejo Directivo de la institución. Para tal efecto, dicho órgano sustenta sus decisiones en los informes técnicos que emita la Gerencia de Regulación y Estudios Económicos, que está encargada de conducir e instruir los

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Estado, de los inversionistas y de los usuarios; en el marco de las políticas y normas que dicta el Ministerio de Transportes, Comunicaciones, Vivienda y Construcción, a fin de garantizar la eficiencia en la explotación de la infraestructura bajo su ámbito.
(…)"

[4] *"**Artículo 10.- Funciones del OSITRAN***
Para el cumplimiento de sus objetivos, el OSITRAN ejerce las siguientes funciones:
1. Normativa
*2. **Reguladora***
3. Supervisora
4. Fiscalizadora y sancionadora
5. De solución de controversias y atención de reclamos de usuarios."

[Énfasis y subrayado agregados.]

[5] *"**Artículo 17.- Órgano competente para el ejercicio de la Función Reguladora***
La función reguladora corresponde de manera exclusiva al Consejo Directivo del OSITRAN y se ejerce a través de Resoluciones. Para tal efecto, dicho órgano sustenta sus decisiones en los informes técnicos que emite la Gerencia de Regulación y Estudios Económicos, que está encargada de conducir e instruir los procedimientos tarifarios, y de la Gerencia de Asesoría Jurídica que tiene a su cargo la evaluación de los aspectos jurídicos relacionados a procedimiento tarifario. El ejercicio de esta función se sujeta a lo establecido por la Ley Nº 27838, Ley de Transparencia y Simplificación de los Procedimientos Regulatorios de Tarifas, así como por el Reglamento General de Tarifas que apruebe el Consejo Directivo del OSITRAN.

procedimientos tarifarios, y de la Gerencia de Asesoría Jurídica, que tiene a su cargo la evaluación de los aspectos jurídicos relacionados al procedimiento tarifario.

31. De otro lado, es pertinente señalar que el numeral 21.1 del artículo 21 de la Ley del Sistema Portuario Nacional aprobada por Ley N° 27943, (en adelante, Ley del SPN), señala que le corresponde a Ositrán:

    (i) Regular el sistema tarifario de los mercados derivados de la explotación de infraestructura portuaria de uso público en los que no hay libre competencia.

    (ii) Supervisar el cumplimiento de los contratos de concesión de acuerdo a las leyes aplicables.

32. En lo que respecta a la contraprestación por el uso de bienes portuarios de uso público, el artículo 13 de la Ley del SPN, establece lo siguiente:

    (i) La utilización de los bienes portuarios de uso público, de titularidad pública o privada, cuando se realice fuera del régimen de libre competencia, está sujeta al pago de tarifas, en la forma que determine el régimen tarifario que establezca Ositrán.

    (ii) La utilización de los bienes portuarios de uso público, de titularidad pública o privada, cuando se realice en régimen de libre competencia, está sujeta al pago de precios establecidos libremente por sus prestadores.

33. Como puede observarse, el marco normativo del Ositrán como la Ley del SPN le reconocen competencia para fijar tarifas, en especial en los mercados de servicios portuarios donde no exista competencia.

II.2. Marco Contractual

34. En relación con los procedimientos tarifarios, el Contrato de Concesión en su acápite correspondiente al *Régimen Económico: Tarifas y Precio*, regula el procedimiento de fijación tarifaria para Servicios Especiales no previstos en el referido contrato o Servicios nuevos, remitiendo los aspectos procedimentales al Reglamento de Tarifas del Regulador, conforme se aprecia a continuación:

> ***"RÉGIMEN ECONÓMICO: TARIFAS Y PRECIO***
> *(…)*
> *8.23 Del mismo modo, por la prestación de cada uno de los Servicios Especiales, la SOCIEDAD CONCESIONARIA cobrará un Precio o una Tarifa, según corresponda.*
> *(…)*
> *La SOCIEDAD CONCESIONARIA antes de iniciar la prestación de cualquier Servicio Especial no previsto en el presente Contrato de Concesión, o cuando se trate de servicios nuevos, tal como así están definidos en el Reglamento General de Tarifas de OSITRAN, deberá presentar a INDECOPI con copia al REGULADOR su propuesta de Servicio Especial debidamente sustentada, a efectos que dicha entidad se pronuncie sobre las condiciones de competencia en los mercados que a la fecha de efectuada la referida solicitud no estén sometidos a régimen de regulación económica.(…)*
> *En el caso INDECOPI se pronuncie señalando que no existen condiciones de competencia en el mercado en cuestión, OSITRAN iniciará el proceso de fijación o revisión tarifaria, según corresponda, de acuerdo con los procedimientos y normas establecidos en el Reglamento General de Tarifas (RETA), determinando la obligación de la SOCIEDAD CONCESIONARIA de brindar los referidos Servicios Especiales con tarifa a todo Usuario que lo solicite, bajo los mismos términos y condiciones.*
>
> [Énfasis y subrayado agregados.]

35. Tal como se puede apreciar, el Contrato de Concesión reconoce al Ositrán como la entidad competente para el proceso de fijación tarifaria de servicios especiales no previstos en el Contrato de Concesión y de servicios nuevos. Esto es concordante con la Cláusula 1.23.94, la cual señala que las disposiciones del Ositrán, que incluye los reglamentos autónomos,

directivas de carácter general y normas de carácter particular, indicadas en el artículo 24 del Reglamento General de Ositrán, aprobado mediante Decreto Supremo N° 044-2006-PCM, así como los actos administrativos que emita, *"(…) son de observancia y cumplimiento obligatorio para la SOCIEDAD CONCESIONARIA."*

36. En la misma línea, la Cláusula 14.7 del Contrato de Concesión reconoce que el Regulador *"(…) está facultado para ejercer todas las potestades y funciones que les confiere el Contrato de Concesión y las Leyes y Disposiciones Aplicables, de conformidad con la Ley N° 26917 y las demás normas de la legislación vigente o las que las sustituyan o modifiquen"*.

37. De lo expuesto, el Contrato de Concesión establece el procedimiento para la fijación de la tarifa. Asimismo, reconoce que es el Ositrán el encargado de fijar tarifas, en concordancia con las funciones asignadas por el marco normativo, en especial la relacionada a la función reguladora en el ámbito portuario.

II.3. Reglamento General de Tarifas de Ositrán

38. Por su parte, el artículo 1[6] del RETA, establece que la regulación tarifaria relativa a los servicios derivados de la explotación de la Infraestructura de Transporte de Uso Público es competencia exclusiva del Ositrán.

39. Asimismo, de acuerdo con lo dispuesto en los artículos 4[7] y 11[8] del RETA, el régimen tarifario regulado es aplicable en los casos en que dicha prestación no se realice en condiciones de competencia en el mercado.

40. Es importante señalar que, de acuerdo con el artículo III del Título Preliminar del RETA, este es de aplicación supletoria a lo establecido en los Contratos de Concesión de las Infraestructuras de Transporte de Uso Público. Asimismo, dispone que las Entidades Prestadoras se sujetan a lo dispuesto en el RETA y a la regulación tarifaria que establezca el Ositrán, en todo lo que no se oponga a lo estipulado en sus respectivos contratos de concesión.

> *"**Artículo III.- Aplicación supletoria del Reglamento***
> ***El presente Reglamento será de aplicación supletoria a lo establecido en los contratos de concesión de las ITUP**. Las Entidades Prestadoras se sujetan a lo dispuesto en el presente Reglamento y a la regulación tarifaria que establezca el Ositrán, **en todo lo que no se oponga a lo estipulado en sus respectivos contratos de concesión**.*
> *En el caso que los contratos de concesión bajo competencia del Ositrán establezcan tarifas y otras disposiciones tarifarias, corresponde a dicho organismo velar por la correcta aplicación de las mismas."*
>
> [Énfasis y subrayado agregados.]

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[6] ***"Artículo 1.- Competencia exclusiva del Ositrán***
La regulación tarifaria relativa a los servicios derivados de la explotación de las ITUP es competencia exclusiva del Ositrán, de acuerdo con lo establecido en el literal b) del numeral 7.1 de la Ley N° 26917, Ley de Supervisión de la inversión Privada en Infraestructura de Transporte de Uso Público y Promoción de los Servicios de Transporte Aéreo."

[7] *"**Artículo 4. Necesidad de regulación tarifaria***
En los mercados derivados de la explotación de las ITUP en los que no existan condiciones de competencia, el Ositrán determinará las tarifas aplicables a los servicios relativos a dichos mercados. En estos casos, el procedimiento podrá iniciarse de oficio o a solicitud de la Entidad Prestadora."

[8] *"**Artículo 11.- Regímenes tarifarios***
La prestación de servicios derivados de la explotación de las ITUP podrá estar sujeta a los siguientes regímenes tarifarios:
***1. Régimen tarifario supervisado**. – Régimen tarifario bajo el cual las Entidades Prestadoras pueden establecer y modificar libremente los precios por los servicios que presten en condiciones de competencia en los mercados respectivos.*
***2. Régimen tarifario regulado. – Régimen tarifario aplicable de manera exclusiva a la prestación de servicios derivados de la explotación de las ITUP por parte de las Entidades Prestadoras, en los casos en que dicha prestación no se realice en condiciones de competencia en el mercado**."*

[Énfasis y subrayado agregados.]

41. En dicha línea, el artículo 39 del RETA[9] establece un procedimiento relacionado con las actuaciones previas al inicio del procedimiento administrativo de fijación tarifaria de servicios derivados de la explotación de infraestructura portuaria. Al respecto, señala que, en caso el Indecopi concluya que no existen condiciones de competencia en la utilización de los bienes portuarios de uso público: (i) en un plazo de setenta (70) días de recibido el pronunciamiento del Indecopi, la APN presenta al Ositrán la Propuesta de Tarifa Máxima a efectos que este último disponga el inicio del procedimiento de fijación tarifaria; o, (ii) en caso el Ositrán no reciba la Propuesta de Tarifa Máxima por parte de la APN en el plazo antes señalado, Ositrán inicia el procedimiento de fijación tarifaria de oficio.

42. Es preciso indicar también que el artículo 39 del RETA precisa que dicho artículo aplica en tanto no contravenga las disposiciones establecidas en los contratos de concesión o cuando dichos contratos contemplen un procedimiento tarifario específico. De esta manera, en el presente caso, resulta de aplicación las disposiciones específicas contenidas en la Cláusula 8.23 del Contrato de Concesión (el cual establece un procedimiento ad-hoc de actuaciones preparatorias, previas al inicio del procedimiento de fijación tarifaria aplicables a los servicios especiales, en caso la agencia de competencia concluya que el servicio especial que pretende implementar no se prestará en condiciones de competencia).

43. En consecuencia, en virtud de la normativa expuesta precedentemente, podemos afirmar lo siguiente:

    (i) De acuerdo con el RETA, el Ositrán tiene competencia para regular los servicios derivados de la explotación de infraestructura portuaria.

    (ii) El RETA es de aplicación supletoria a las disposiciones contenidas en el Contrato de Concesión, es decir, en aquellas materias no desarrolladas por el Contrato o desarrollados parcialmente.

    (iii) Conforme a lo dispuesto por la Cláusula 8.23 del Contrato de Concesión, en el caso que Indecopi se pronuncie señalando que no existen condiciones de competencia en el mercado en cuestión, el Ositrán iniciará el proceso de fijación o revisión tarifaria, según corresponda, de acuerdo con los procedimientos y normas establecidos en el RETA.

II.4. El procedimiento de fijación tarifaria de Servicios Especiales

44. Las Cláusulas 1.23.98 y 1.23.99 del Contrato de Concesión definen a los Servicios Especiales y los Servicios Estándar de la siguiente manera:

> *"1.23.98. Servicios Especiales*
>
> *Son todos los servicios portuarios distintos a los Servicios Estándar que la SOCIEDAD CONCESIONARIA está facultada a prestar directamente o a través de terceros y por los cuales la SOCIEDAD CONCESIONARIA tendrá el derecho de cobrar un Precio o una Tarifa, según corresponda. El INDECOPI en virtud de sus atribuciones otorgadas por las Leyes y Disposiciones Aplicables evaluará las condiciones de competencia de estos servicios. (…)"*
>
> *"1.23.99. Servicios Estándar*
> *Son los servicios portuarios que, acorde a lo indicado en la Cláusula 8.19, la SOCIEDAD CONCESIONARIA prestará directamente o a través de terceros, tanto a la Nave como a la*

[9] *"**Artículo 39.- Fijación de tarifas para servicios derivados de la explotación de las infraestructuras portuarias de uso público***
(…)
39.7 El procedimiento al que se refiere este artículo será de aplicación en tanto no contravenga las disposiciones establecidas en los contratos de concesión o cuando dichos contratos no contemplen un procedimiento tarifario específico."

carga respecto de los cuales cobrará las Tarifas correspondientes. Estos servicios se prestarán obligatoriamente a todo Usuario que los solicite, cumpliendo necesariamente los Niveles de Servicio y Productividad señalados en el Anexo 3."

45. Asimismo, la Cláusula 8.19 del Contrato de Concesión establece el alcance de los servicios estándar de la siguiente manera:

"8.19. SERVICIOS ESTÁNDAR[10]

Son aquellos servicios que, durante el periodo de vigencia de la Concesión, la SOCIEDAD CONCESIONARIA deberá prestar obligatoriamente a todo Usuario que lo solicite y que incluye todas las actividades operativas y administrativas necesarias para llevar a cabo el embarque o descarga. Comprenden en el caso de embarque, desde que la carga ingresa al Terminal Norte Multipropósito hasta que la Nave en la que se embarque sea desamarrada para zarpar. En el caso de descarga, comprende desde el amarre de la Nave, hasta el retiro de la carga por el Usuario.

Asimismo, tanto en el caso de embarque como en el de descarga, incluye una permanencia de la carga en el almacén del Terminal Norte Multipropósito de acuerdo a lo establecido en el Literal b) siguiente, libre de pago, así como de cualquier cargo por gasto administrativo, operativo u otros que implique la prestación del Servicio Estándar. Dicho plazo se contabilizará desde que la Nave ha terminado la descarga o una vez que la carga ingrese en el patio del Terminal Norte Multipropósito para su posterior embarque.

Los Servicios Estándar se dividen en:

a) Servicios en función a la Nave
b) Servicios en función a la Carga

La Tarifa por estos servicios será la única contraprestación que los Usuarios están obligados a pagar a la SOCIEDAD CONCESIONARIA por dicho concepto. La SOCIEDAD CONCESIONARIA no podrá condicionar la prestación del Servicio Estándar a la aceptación por el Usuario de ningún otro servicio o pago adicional
(…)"

46. En relación con los servicios especiales, la Cláusula 8.20 del Contrato de Concesión establece el alcance de la siguiente manera:

"8.20.SERVICIOS ESPECIALES

Sin perjuicio de los Servicios Estándar antes mencionados, la SOCIEDAD CONCESIONARIA está facultada a prestar adicionalmente los Servicios Especiales a todos los Usuarios que los soliciten.

La SOCIEDAD CONCESIONARIA podrá cobrar un Precio por la prestación de los Servicios Especiales indicados en el Anexo 22, o una Tarifa respecto de los Servicios Especiales indicados en el Anexo 5.

***La SOCIEDAD CONCESIONARIA se encuentra obligada a prestar a los Usuario que lo soliciten los Servicios Especiales con Tarifa**.*

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[10] Al respecto, debemos precisar que mediante Resolución N° 039-2012-CD-OSITRAN, el Consejo Directivo de Ositrán aprobó una interpretación al Contrato de Concesión, en el siguiente sentido:

> *"La cláusula 8.19 establece una descripción general de la naturaleza y características de las actividades que conforman el Servicio Estándar, señalándose una lista de servicios meramente enunciativa. Asimismo, de acuerdo a lo establecido en el Contrato de Concesión, los servicios estándar y especiales son actividades portuarias que han sido agrupadas siguiendo claramente criterios operativo-portuarios, dejándose de lado cualquier otro criterio regulatorio en sus definiciones. (…)"*

En el Anexo 22 se encuentran listados los Servicios Especiales con Precio que la SOCIEDAD CONCESIONARIA está facultada a prestar, desde el inicio de la Explotación de la Concesión. ***Para la prestación de nuevos Servicios Especiales se deberá seguir el procedimiento establecido en la Cláusula 8.23****."*

[Énfasis y subrayado agregados.]

47. La Cláusula 8.23 del Contrato de Concesión, por su parte, contiene las pautas del procedimiento que debe seguir el Concesionario cuando desee iniciar la prestación de cualquier Servicio Especial y define el rol del Indecopi en la fase previa al inicio del procedimiento y el rol del Ositrán en la fijación de la tarifa, en el escenario que Indecopi considere que no existen condiciones de competencia en la prestación del servicio.

"8.23. Del mismo modo, por la prestación de cada uno de los Servicios Especiales, la SOCIEDAD CONCESIONARIA cobrará un Precio o una Tarifa, según corresponda. Respecto de los Servicios Especiales con Tarifa, la SOCIEDAD CONCESIONARIA en ningún caso podrá cobrar Tarifas que superen los niveles máximos actualizados, de acuerdo al procedimiento establecido en el Contrato de Concesión, sobre la base de lo contenido en el Anexo 5.

La SOCIEDAD CONCESIONARIA antes de iniciar la prestación de cualquier Servicio Especial no previsto en el presente Contrato de Concesión*, o cuando se trate de servicios nuevos, tal como así están definidos en el Reglamento General de Tarifas de OSITRAN,* ***deberá presentar al INDECOPI con copia al REGULADOR su propuesta de Servicio Especial debidamente sustentada****, a efectos que dicha entidad se pronuncie sobre las condiciones de competencia en los mercados que a la fecha de efectuada la referida solicitud no estén sometidos a régimen de regulación económica.*

A solicitud de INDECOPI, la SOCIEDAD CONCESIONARIA y el CONCEDENTE tendrán la obligación de presentar la información de la que dispongan, a efectos que INDECOPI realice el análisis de las condiciones de competencia. INDECOPI tendrá un plazo de setenta (70) Días Calendario para pronunciarse, contados a partir del Día siguiente de recibida la solicitud respectiva.

En el caso que INDECOPI se pronuncie señalando que no existen condiciones de competencia en el mercado en cuestión, OSITRAN iniciará el proceso de fijación o revisión tarifaria, según corresponda, de acuerdo con los procedimientos y normas establecidos en el Reglamento General de Tarifas (RETA), determinando la obligación de la SOCIEDAD CONCESIONARIA de brindar los referidos Servicios Especiales con Tarifa a todo Usuario que lo solicite, bajo los mismos términos condiciones*.*
(…)"

[Énfasis y subrayado agregados.]

48. En consecuencia, en virtud de lo expuesto precedentemente respecto a lo establecido en el Contrato de Concesión, puede señalarse lo siguiente:

(i) El Concesionario está facultado a prestar los Servicios Especiales a todos los usuarios que lo soliciten. (Cláusula 8.20 del Contrato de Concesión).

(ii) El Concesionario se encuentra obligado a prestar a los usuarios que lo soliciten los Servicios Especiales con tarifa. (Cláusula 8.20 del Contrato de Concesión).

(iii) Los Servicios Especiales son todos los servicios portuarios distintos al Servicio Estándar (Cláusula 1.23.98 del Contrato de Concesión).

(iv) Por la prestación de los Servicios Especiales, el Concesionario tendrá derecho a cobrar un precio o una tarifa, según corresponda (Cláusula 1.23.98 del Contrato de Concesión).

(v) Antes de iniciar la prestación de cualquier Servicio Especial no previsto en el Contrato de Concesión, o cuando se trate de servicios nuevos conforme a la definición del RETA, el Concesionario deberá presentar al Indecopi su propuesta de Servicio Especial debidamente sustentada, a efectos de que dicha entidad se pronuncie sobre las condiciones de competencia. (Cláusula 8.23 del Contrato de Concesión).

(vi) En caso el Indecopi se pronuncie señalando que no existen condiciones de competencia, el Ositrán iniciará el procedimiento de fijación o revisión tarifaria según corresponda (Cláusula 8.23 del Contrato de Concesión).

49. En ese sentido, de conformidad con lo dispuesto por el RETA, el procedimiento de fijación tarifaria a iniciativa de parte debe seguir las siguientes etapas:

a) Inicio del procedimiento a instancia de parte

50. Sobre el particular, el artículo 17 del RETA establece que la Entidad Prestadora podrá solicitar al Ositrán, el inicio de un procedimiento de fijación o revisión tarifaria. Asimismo, establece los requisitos legales mínimos que deberá contener toda solicitud de fijación tarifaria, de la siguiente manera:

> *"**Artículo 17.- Solicitud de inicio del procedimiento de fijación y revisión tarifaria***
>
> *17.1. **La Entidad Prestadora podrá solicitar al Ositrán, el inicio de un procedimiento de fijación o revisión tarifaria**.*
>
> *17.2. La solicitud de fijación y revisión de tarifas debe contener como mínimo la siguiente información:*
>
> *a) Denominación de la Entidad Prestadora solicitante.*
> *b) Número de asiento registral en la que conste las facultades del representante legal de la Entidad Prestadora.*
> *c) Domicilio en el cual la Entidad Prestadora desea recibir las notificaciones del procedimiento. De ser el caso, indicar dirección de correo electrónico, señalando de forma expresa si autoriza que las notificaciones se realicen a dicha dirección de correo electrónico, de conformidad con el Texto Único Ordenado de la Ley N° 27444, aprobado por Decreto Supremo N° 004-2019-JUS y sus modificatorias.*
> *d) Identificación y descripción detallada del servicio(s) objeto de la solicitud de fijación o revisión tarifaria.*
> *e) Fundamentos que sustentan la solicitud.*
> *f) Propuesta tarifaria, incluyendo una explicación detallada de la metodología empleada para su elaboración, así como la información y documentación sustentante respectiva, conforme se detalla en el acápite II del Anexo I del presente Reglamento."*
>
> [Énfasis y subrayado agregados.]

51. Como se puede observar, el artículo 17 del RETA dispone que la Entidad Prestadora podrá solicitar al Ositrán el inicio de un procedimiento de fijación o revisión tarifaria.

52. Asimismo, el artículo 18 del RETA establece el procedimiento de inicio de fijación tarifaria, disponiendo que el mismo cuenta con una etapa para evaluar la admisibilidad de la solicitud, cuyo plazo máximo es de cinco (05) días contados desde el día siguiente de recibida dicha solicitud y una etapa para la evaluación de procedencia de la misma, con un plazo máximo de treinta (30) días de recibida la solicitud completa por parte de la Entidad Prestadora. Por otra parte, el mencionado artículo establece que en caso se requiera información para la evaluación de procedencia de la solicitud de inicio de fijación tarifaria, se suspende el cómputo del plazo de treinta (30) días hábiles antes indicado:

> *"**Artículo 18.- Inicio del procedimiento de parte***

18.1. ***<u>La Gerencia de Regulación y Estudios Económicos evalúa la admisibilidad de la solicitud presentada por la Entidad Prestadora en un plazo máximo de cinco (05) días contados desde el día siguiente de recibida dicha solicitud.</u>***
18.2. En caso la Gerencia de Regulación y Estudios Económicos advierta alguna observación en la solicitud presentada, requiere a la Entidad Prestadora la subsanación que corresponda, otorgándole un plazo máximo de cinco (05) días para realizar tal actuación. Transcurrido dicho plazo sin que se produzca la subsanación respectiva, la Gerencia de Regulación y Estudios Económicos tiene por no presentada la solicitud, lo que se pondrá en conocimiento de la Entidad Prestadora solicitante.

18.3. ***<u>La Gerencia de Regulación y Estudios Económicos, con el apoyo de la Gerencia de Asesoría Jurídica, elaboran un informe que contiene la evaluación respecto a la procedencia de la solicitud de inicio del procedimiento de fijación o revisión tarifaria. Para determinar la procedencia del inicio de un procedimiento de fijación y revisión tarifaria corresponde verificar que los servicios en cuestión no se brinden en condiciones de competencia.</u>***

18.4. El informe citado en el párrafo anterior debe ser presentado a la Gerencia General en un plazo máximo de treinta (30) días de recibida la solicitud completa por parte de la Entidad Prestadora. ***<u>De requerirse información adicional conforme a la normativa vigente, se suspenderá el cómputo del plazo antes indicado</u>****."*

[Énfasis y subrayado agregados.]

53. Sobre el particular, en el presente caso, se cumplió con la etapa de admisibilidad de la solicitud, así como con la etapa de evaluación de procedencia de la misma conforme lo establecido por el RETA, tal como se detalla a continuación:

- ✓ El 19 de enero de 2022, mediante Carta N° 0035-2022-APMTC/LEG, APMT solicitó al Ositrán el inicio del procedimiento de fijación tarifaria del Servicio Especial de "Descarga y envío de información de parámetros de contenedor *reefer*". Asimismo, APMT indicó que presentaba su solicitud y propuesta tarifaria con la finalidad que el Ositrán inicie el proceso de fijación tarifaria, de conformidad con lo dispuesto en la cláusula 8.3 del Contrato de Concesión y los artículos 17 y 18 del RETA.

- ✓ Mediante Oficio N° 00051-2022-GRE-OSITRAN, notificado el 28 de febrero de 2022, la Gerencia de Regulación y Estudios Económicos en aplicación del numeral 18.4 del artículo 18 del RETA formuló a Euroandinos un requerimiento de información relacionado al servicio Lectura de parámetros de contenedores refrigerados a través de medios electrónicos (*download*), otorgando para tal efecto un plazo de tres (3) días hábiles.

- ✓ Asimismo, con Oficio N° 00052-2022-GRE-OSITRAN, notificado el 1 de marzo de 2022, la Gerencia de Regulación y Estudios Económicos en aplicación del numeral 18.4 del artículo 18 del RETA formuló a DP World un requerimiento de información relacionado al Servicio Lectura de parámetros de contenedores refrigerados con uso de medios electrónicos, otorgando para tal efecto un plazo de tres (3) días hábiles.

- ✓ Mediante Cartas N° 030-2022-TPE/GG y DALC.DPWC.053.2021 recibidas el 03 y 04 de marzo de 2022, Euroandinos y DP World, respectivamente, remitieron la información solicitada.

- ✓ El 8 de marzo de 2022, la Gerencia de Regulación y Estudios Económicos y la Gerencia de Asesoría Jurídica elevaron a la Gerencia General el Informe N° 00018-2022-IC-OSITRAN (GRE-GAJ), mediante el cual se recomienda el inicio del procedimiento de fijación tarifaria, a pedido de la Entidad Prestadora, del Servicio Especial de "Descarga y envío de información de parámetros de contenedor *reefer*".

- ✓ Mediante Resolución N° 0008-2022-CD-OSITRAN[11] del 23 de marzo de 2022, el Consejo Directivo de Ositrán dispuso el inicio del procedimiento de fijación tarifaria, a pedido de APMT, del Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*" a ser brindado en el Terminal Norte Multipropósito en el Terminal Portuario del Callao.

b) Propuesta tarifaria del Regulador

54. Conforme a lo señalado por en el numeral 19.1[12] del artículo 19 del RETA, luego de notificado a la Entidad Prestadora el inicio del procedimiento de fijación tarifaria, la Gerencia de Regulación y Estudios Económicos cuenta con un plazo de sesenta (60) días hábiles, excepcionalmente prorrogables por un periodo de treinta (30) días hábiles adicionales, para presentar ante la Gerencia General la propuesta tarifaria, adjuntando la información que se refiere el numeral 20.2 del artículo 20 del RETA para la publicación de dicha propuesta tarifaria[13].

55. Asimismo, el numeral 21.1[14] del artículo 21 del RETA establece que el plazo para recibir comentarios o aportes escritos sobre la propuesta tarifaria del Ositrán no será menor de quince (15) días ni mayor de treinta (30) días, contados a partir de la publicación de la propuesta de fijación tarifaria.

56. En ese marco, cabe precisar que, mediante Memorando N° 00276-2022-GG-OSITRAN de fecha 20 de junio de 2022, la Gerencia General del Ositrán concedió el plazo de treinta (30) días hábiles adicionales para la remisión de la propuesta tarifaria, solicitado por Gerencia de Regulación y Estudios Económicos mediante el Memorando N° 118-2022-GRE-OSITRAN.

57. En ese sentido, mediante Memorando N° 00140-2022-GRE-OSITRAN, de fecha 9 de agosto de 2022, la Gerencia de Regulación y Estudios Económicos, con el apoyo de la Gerencia de Asesoría Jurídica, presentó a la Gerencia General el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao", adjuntando la información a que se refiere el artículo 20 del RETA.

58. Cabe indicar que en la sesión de Consejo Directivo N° 773-2022-CD-OSITRAN, del 24 de agosto de 2022, la Gerencia de Regulación y Estudios Económicos solicitó a los miembros del Consejo Directivo del Ositrán realizar precisiones en el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de

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[11] Sustentado con el Informe N° 00018-2022-IC-OSITRAN (GRE-GAJ) de fecha 8 de marzo de 2022.

[12] ***"Artículo 19.- Elaboración de la propuesta de fijación y revisión tarifaria del Ositrán***
19.1. En un plazo de sesenta (60) días, prorrogables de manera excepcional por treinta (30) días, contados desde el día siguiente de la notificación de la resolución de inicio a la Entidad Prestadora conforme al inciso 18.6 del artículo 18 del presente Reglamento, la Gerencia de Regulación y Estudios Económicos, con el apoyo de la Gerencia de Asesoría Jurídica, presenta a la Gerencia General el informe que sustenta la propuesta de fijación o revisión tarifaria, adjuntando la información a que se refiere el artículo 20 del Reglamento."

[13] *"**Artículo 20.- Publicación de la propuesta de fijación y revisión tarifaria del Ositrán***
(…)
20.2. La resolución señalada en el numeral anterior debe ser publicada en el diario oficial El Peruano y en el portal institucional del Ositrán, conjuntamente con la siguiente información:

a) Proyecto de resolución de Consejo Directivo que aprueba la propuesta tarifaria.
b) Exposición de motivos del proyecto de resolución indicado en el punto anterior.
c) Relación de documentos que constituyen el sustento de la propuesta tarifaria.
d) Información sobre la fecha(s) y lugar(es) en que se realizará(n) la(s) audiencia(s) pública(s) correspondiente (s).
e) Plazo dentro del cual se recibirán los comentarios escritos relativos a la propuesta tarifaria del Ositrán"

[14] *"**Artículo 21.- Plazo para la recepción de comentarios a la propuesta de fijación o revisión tarifaria del Ositrán***
21.1. El plazo para recibir comentarios o aportes escritos sobre la propuesta tarifaria del Ositrán no será menor de quince (15) días ni mayor de treinta (30) días, contados a partir de la publicación de la propuesta de fijación o revisión tarifaria.
(…)"

contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao" presentado mediante Memorando N° 00140-2022-GRE-OSITRAN, las cuales fueron aceptadas por el Consejo Directivo.

59. Mediante el Memorando N° 00151-2022-GRE-OSITRAN de fecha 24 de agosto de 2022, la Gerencia de Regulación y Estudios Económicos remitió a la Gerencia General la nueva "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao", la propuesta de resolución tarifaria del Consejo Directivo, la exposición de motivos y la relación de documentos que sustentan la propuesta.

60. De esta forma, el 25 de agosto de 2022, mediante Resolución N° 0035-2022-CD-OSITRAN el Consejo Directivo del Ositrán, entre otros, aprobó la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao". Asimismo, en dicha resolución el Consejo Directivo dispuso un plazo de veinte (20) días hábiles, para que los interesados remitan por escrito sus comentarios o sugerencias; y, encargó a la Gerencia de Atención al Usuario del Ositrán la organización de la Audiencia Pública y la realización de la convocatoria de la Audiencia Pública de conformidad con lo establecido en los artículos 23, 24 y 25 del RETA.

c) Audiencia Pública

61. Al respecto el artículo 22[15] del RETA establece que en la Audiencia Pública el Ositrán expone los criterios, metodología, estudios, informes, modelos económicos o dictámenes, que hayan servido de base para la propuesta tarifaria del Ositrán y recibe los comentarios verbales de los interesados.

62. Asimismo, de acuerdo con lo establecido en el artículo 23[16] del RETA, el Ositrán convoca a la audiencia pública a los usuarios, a los miembros de los Consejos de Usuarios y otros interesados, con una anticipación no menor a cinco (05) días de la fecha que se establezca para la realización de la audiencia pública. Igualmente, el mencionado artículo dispone que el Ositrán remite a la Entidad Prestadora la documentación relativa a la convocatoria de la audiencia pública con el fin que dicha información sea publicada en todos los locales de la Entidad Prestadora en los que se preste el servicio materia del procedimiento tarifario, así como en la página web de la Entidad Prestadora. Adicionalmente, el Ositrán difunde la referida convocatoria a través de su portal institucional.

63. En ese marco, cabe precisar que el 2 de setiembre de 2022, se publicó en el Diario Oficial El Peruano la Resolución de Consejo Directivo Nº 0035-2022-CD-OSITRAN mediante la cual, entre otros, se aprobó el Informe "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao". Asimismo, se publicó el Proyecto de Resolución de Consejo Directivo que aprueba la propuesta tarifaria, la Exposición de motivos del proyecto de resolución indicado precedentemente, la relación de documentos que

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[15] *"**Artículo 22.- Audiencia pública***
En la audiencia pública, el Ositrán expone los criterios, metodología, estudios, informes, modelos económicos o dictámenes, que hayan servido de base para la propuesta tarifaria del Ositrán, y recibe los comentarios verbales de los interesados. La audiencia pública se realiza dentro del plazo establecido para la recepción de comentarios y de acuerdo con el procedimiento previsto en los artículos 21 y 25 del presente Reglamento."

[16] "***Artículo 23.- Convocatoria de la audiencia pública***
23.1. El Ositrán convoca a la audiencia pública a los usuarios, a los miembros de los Consejos de Usuarios, y otros interesados, con una anticipación no menor a cinco (05) días de la fecha que se establezca para la realización de la audiencia pública.
23.2. Asimismo, el Ositrán remite a la Entidad Prestadora la documentación relativa a la convocatoria de la audiencia pública con el fin que dicha información sea publicada en todos los locales de la Entidad Prestadora en los que se preste el servicio materia del procedimiento tarifario, así como en la página web de la Entidad Prestadora.
23.3. Adicionalmente, el Ositrán difunde la referida convocatoria a través de su portal institucional y otros medios de difusión que estime pertinente."

constituyen el sustento de la propuesta tarifaria, la información sobre la fecha y lugar en que se realizará la audiencia pública correspondiente y el plazo dentro del cual se recibirán los comentarios escritos relativos a la propuesta tarifaria del Ositrán. Igualmente, se publicó en la página web del Ositrán la Resolución de Consejo Directivo Nº 0035-2022-CD-OSITRAN conjuntamente con los documentos establecidos en el artículo 20 del RETA.

64. Adicionalmente, mediante Oficio N° 781-2022-GAU-OSITRAN la Gerencia de Atención al Usuario del Ositrán remitió a APMT la documentación relativa a la convocatoria de la Audiencia Pública para su publicación en los locales en los que se preste el servicio materia del procedimiento tarifario, así como en la página web de la Entidad Prestadora. Adicionalmente, el Ositrán difundió la referida convocatoria a través de su portal institucional.

65. Con fecha 19 de setiembre de 2022, se efectuó la publicación del Aviso de Convocatoria de la audiencia pública en el Boletín Oficial del Diario Oficial El Peruano.

66. El 23 de setiembre de 2022, se llevó a cabo la Sesión Extraordinaria Virtual N° 74 del Consejo de Usuarios de Puertos, en la cual brindó un alcance respecto a los criterios, estudios y metodología que sirvieron de base para la elaboración del Informe que sustenta la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao".

67. Con fecha 27 de setiembre de 2022, se llevó a cabo la Audiencia Pública, a través de la plataforma informática "Microsoft Teams", en la que Ositrán presentó la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao".

68. De esta forma, el 30 de setiembre de 2022, mediante la Carta N° 1167-2022 APMTC/LEG, APMT presentó sus comentarios a la Propuesta Tarifaria del Regulador.

69. Sin perjuicio de lo señalado en el párrafo anterior, debe indicarse que los comentarios de APMT, de acuerdo con el numeral 21.2[17] del artículo 21 del RETA, tienen carácter no vinculante para el Ositrán.

d) Aprobación de informe tarifario del Ositrán

70. El numeral 28.1 del artículo 28 del RETA establece que en un plazo de quince (15) días de vencido el plazo para la recepción de comentarios a la propuesta tarifaria del Ositrán establecido en el numeral 21.1 del artículo 21 del RETA, prorrogables de manera excepcional por quince (15) días, la Gerencia de Regulación y Estudios Económicos, con el apoyo de la Gerencia de Asesoría Jurídica, presentará a la Gerencia General el informe que sustente la resolución que aprueba la tarifa, adjuntando los siguientes documentos: (i) el Proyecto de resolución de Consejo Directivo que aprueba el informe tarifario final; (ii) la Exposición de motivos del proyecto de resolución indicado en el punto anterior; y, (iii) la Matriz de los comentarios realizados por los interesados a la propuesta tarifaria del Ositrán.

71. Por su parte, la Gerencia General cuenta con un plazo de cinco (5) días hábiles para remitir el informe y los documentos señalados en el numeral 28.1 del artículo 28 del RETA al Consejo Directivo del Ositrán, órgano que en el plazo de quince (15) días hábiles, en caso no tenga observaciones, emitirá la resolución tarifaria correspondiente.

72. En ese sentido, considerando que el plazo para la recepción de comentarios a la propuesta tarifaria del Ositrán venció el 30 de setiembre de 2022, el trámite del presente procedimiento de fijación tarifaria se encuentra en la etapa de aprobación del informe tarifario del Ositrán y se encuentra dentro de los plazos establecidos por el RETA.

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[17] *"**Artículo 21.- Plazo para la recepción de comentarios a la propuesta de fijación o revisión tarifaria del Ositrán** (…)*
21.2. Los comentarios o aportes escritos presentados por los interesados deben estar referidos a la propuesta tarifaria del Ositrán. Dichos comentarios o aportes no tienen carácter vinculante."

73. Por tanto, dado que el trámite del presente procedimiento de fijación tarifaria ha seguido el procedimiento establecido en el RETA, corresponde que el presente Informe sea elevado a la Gerencia General.

III. DEFINICIÓN Y ALCANCE DEL SERVICIO ESPECIAL

74. Con el fin de determinar los alcances de la tarifa a ser fijada en el presente Informe, es necesario precisar las actividades consideradas dentro del Servicio Especial conforme a lo indicado en la Resolución N° 008-2022-CD-OSITRAN, sustentada en el Informe N° 018-2022-IC-OSITRAN (GRE-GAJ), mediante la cual el Consejo Directivo de Ositrán dispuso el inicio del procedimiento de fijación tarifaria.

75. Al respecto, cabe mencionar que, de acuerdo con la evaluación de condiciones de competencia del Indecopi, el Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*" está conformado por dos servicios relevantes, según el tipo de tráfico que se trate (por un lado, importación y exportación, y, por otro, transbordo), siendo que ambos servicios no se prestarían en condiciones de competencia.

76. Así pues, el servicio objeto de fijación tarifaria (Descarga y envío de información de parámetros de contenedor *reefer*) consiste en la descarga electrónica de la información histórica de parámetros (también conocido como *Datalog*) que contiene la computadora o CPU de un contenedor *reefer* y el envío de la información descargada al usuario o solicitante. La información descargada - también denominada data horaria pues provee información de parámetros por hora- incluye la fecha y hora de encendido de alarmas, apagados y encendidos del contenedor, controles previos al viaje realizado (PTI realizados), temperaturas y otros, siendo que la antigüedad de dicha información puede ser del último viaje, de los últimos treinta (30) a noventa (90) días o de un rango de fechas. Dicho Servicio Especial será denominado, en adelante, servicio objeto de la fijación tarifaria.

77. El servicio objeto de fijación tarifaria es demandado por las líneas navieras, que en su calidad de dueñas de los contenedores *reefer,* son las que requieren verificar el correcto funcionamiento de su contenedor en el último viaje o en un periodo histórico para diversos fines, entre ellos, cuando surgen controversias con sus clientes. Por tanto, los responsables del pago del servicio objeto de la solicitud de fijación tarifaria son las líneas navieras (o sus representantes).

78. En el gráfico siguiente presentado por el Concesionario, se muestra el flujo de actividades involucradas en la provisión del servicio objeto de la fijación tarifaria.

Gráfico N° 1
Flujo de actividades del servicio especial
"Descarga y envío de información parámetros de contenedor *reefer*"

Fuente: Propuesta Tarifaria de APMT.

IV. METODOLOGÍA

79. De acuerdo con lo señalado en el Informe N° 018-2022-IC-OSITRAN, que sustentó la Resolución de Consejo Directivo N° 008-2022-CD-OSITRAN, sobre la base de la información disponible, se consideró que la metodología de tarificación comparativa (*benchmarking*) constituía una metodología apropiada para la determinación de la tarifa del servicio especial materia de análisis en este caso.

80. Cabe indicar que dicha metodología se encuentra definida en el Anexo I del RETA de la siguiente manera:

> ***Tarificación comparativa (benchmarking)***
>
> *Consiste en establecer el nivel tarifario de un servicio a partir de comparaciones nacionales y/o internacionales de los costos o niveles tarifarios de infraestructuras con características similares y/o que presten un servicio similar.*
> *Algunas veces las características entre una infraestructura y otra son diferentes, lo que puede afectar la comparación. Dichas diferencias, tales como el marco regulatorio, la base impositiva, el tipo de moneda de cobro, el empaquetamiento o no de los servicios, políticas tarifarias, riesgo regulatorio, entre otros, pueden reducir la confiabilidad de una comparación tarifaria; sin embargo, la utilidad de esta metodología sigue siendo válida por el menor costo y mayor rapidez en el cálculo, más aún cuando existe una convergencia en la estructura y en los costos logísticos en el ámbito internacional.*
> *Bajo esta metodología se puede medir el impacto relativo que ejercen los costos de la infraestructura sobre el costo logístico.*
>
> [Subrayado agregado.]

81. De acuerdo con lo indicado en el Informe N° 018-2022-IC-OSITRAN que forma parte integrante de la Resolución de Consejo Directivo N° 008-2022-CD-OSITRAN mediante la cual se dispuso el inicio del procedimiento de fijación tarifaria, la elección de la metodología de tarificación comparativa (*benchmarking*) se basó en los siguientes factores:

- El Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*" es un servicio nuevo que el Concesionario ofrecerá a las líneas navieras por lo que, aunque se dispone del tráfico de contenedores refrigerados en el TNM, no se dispone de información histórica respecto de la fracción de contenedores *reefer* de los cuales se ha requerido la información de parámetros.

- La metodología de tarificación comparativa (*benchmarking*) resulta apropiada para fijar la tarifa del Servicio Descarga y envío de información de parámetros de contenedor *reefer* considerando que su implementación no requiere de proyecciones de demanda del servicio y que existe información sobre las tarifas que otros puertos nacionales e internacionales aplican a dicho servicio.

82. A continuación, se revisará las principales características de la propuesta tarifaria presentada por APMT para el servicio especial analizado.

V. PROPUESTA DE APMT

83. Mediante Carta N° 0035-2022-APMTC/LEG del 19 de enero de 2022, el Concesionario propone que la tarifa por el servicio bajo análisis se fije por contenedor (independientemente del tamaño). Para ello, presenta una muestra de quince (15) terminales portuarios nacionales e internacionales, observándose que en once (11) de ellos la tarifa está expresada en USD por contenedor; mientras que, en dos (2) terminales la unidad de cobro es "USD por operación", y en un (1) terminal la tarifa está fijada en "USD por vez", aunque, según lo manifestado por el Concesionario, estas dos últimas unidades de cobro son esencialmente similares a la tarifa por contenedor, solo en un terminal la tarifa está expresada en una unidad de cobro diferente, a saber, como un porcentaje del valor de una hora de trabajo.

84. A partir de dicha selección inicial de quince (15) puertos para los que APMT identificó información relevante, el Concesionario procedió a excluir los valores extremos de la muestra para no generar distorsiones por factores no observados que produzcan un sesgo en el promedio de las tarifas de los terminales portuarios de la muestra. Con dicho procedimiento, obtuvo una muestra de doce (12) tarifas a partir de las cuales obtiene la tarifa propuesta, tal como se observa en el Cuadro N° 1.

Cuadro Nº 1
Puertos seleccionados por APMT que ofrecen un servicio con alcance similar al servicio "Descarga y envío de información de parámetros de contenedor *reefer*"

N°	Terminal Portuario	Operador	País	Tarifa (USD)
1	Puerto de Paita	Terminales Portuarios Euroandinos	Perú	10,00
2	Port Sokhna	DPW Sokhna	Egipto	10,00
3	Port Said	Suez Canal Container Terminal	Egipto	15,00
4	Terminal Muelle Sur del Callao	DPW Callao	Perú	15,00
5	Port Salalah	Compañía de servicios portuarios de Salalah	Omán	21,00
6	Bahrein Port	APMT Bahrein	Bharein	23,90
7	Port of Mina Rashid	DPW	Emiratos Árabes Unidos	28,60
8	Port of Jebel Ali	DPW	Emiratos Árabes Unidos	28,60
9	Tanger Med	APMT Tanger	Marruecos	29,30
10	Porto di Ravenna	Terminal Container Ravenna	Italia	40,10
11	Mobile Port	APMT Mobile 1	EE.UU.	41,00
12	Hamad Port	MWANI Qatar	Qatar	41,20
Promedio				**25,31**

Notas:
(1) El promedio ha sido redondeado a 2 decimales.
(2) Para aquellas tarifas que no están expresadas en USD se utiliza el tipo de cambio del 28.12.2021.
(3) Las tarifas de la muestra no incluyen IGV.
Fuente: Propuesta Tarifaria de APMT.

85. En resumen, sobre la base del promedio de tarifas de los terminales portuarios de la muestra antes presentada, APMT propone como tarifa máxima por el servicio de "Descarga y envío de información de parámetros de contenedor *reefer*" la tarifa de USD 25,31 (sin IGV) por contenedor o por operación, precisando que por la naturaleza del servicio es poco probable que se solicite el servicio para un mismo contenedor más de una vez; sin embargo, en caso la línea naviera requiera el servicio dos veces a un mismo contenedor se cobrará dos veces la tarifa máxima.

Cuadro Nº 2
Tarifa máxima propuesta por APMT para el servicio "Descarga y envío de información de parámetros de contenedor *reefer*"

Servicio Especial	Unidad de cobro	Tarifa máxima USD
Descarga y envío de información de parámetros de contenedor *reefer*	Por contenedor	25,31

Nota: La tarifa no incluye IGV.
Fuente: Propuesta Tarifaria de APMT.

VI. PROPUESTA TARIFARIA DE OSITRÁN

86. El 25 de agosto de 2022, mediante Resolución N° 0035-2022-CD-OSITRAN el Consejo Directivo del Ositrán aprobó la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte

Multipropósito del Terminal Portuario del Callao", su contenido será descrito en esta sección del presente documento.

87. Tal como se señala en la Propuesta Tarifaria de Ositrán, según el artículo 1 del RETA, la regulación tarifaria relativa a los servicios derivados de la explotación de las Infraestructuras de Transporte de Uso Público es competencia exclusiva del Ositrán, de acuerdo con lo establecido en el literal b) del numeral 7.1 de la Ley N° 26917, Ley de Supervisión de la Inversión Privada en Infraestructura de Transporte de Uso Público y Promoción de los Servicios de Transporte Aéreo.

88. En esta línea, el artículo 2 del RETA, dispone que, en ejercicio de la función reguladora, corresponde al Ositrán:

- Establecer sistemas tarifarios.
- Fijar y revisar las tarifas o tarifas máximas aplicables a la prestación de los servicios derivados de la explotación de las ITUP, así como establecer las condiciones para su aplicación y revisión. En el caso de empresas públicas, podrá establecer mecanismos explícitos de ajuste tarifario relacionado a la ejecución de las inversiones.
- Fijar y revisar las tarifas o determinar los niveles tarifarios en los casos en que el contrato de concesión así lo establezca, incluyendo la metodología, el periodo de vigencia o el periodo de revisión regular o extraordinario, de ser el caso.
- Desregular las tarifas cuando se verifique la existencia de condiciones de competencia.
- Establecer el conjunto de reglas y disposiciones a los que deberán sujetarse las Entidades Prestadoras en el establecimiento y aplicación de sus tarifas, de conformidad con el marco normativo y contractual aplicable. En el caso de empresas públicas, la resolución podrá contener mecanismos explícitos de ajuste tarifario relacionado a la ejecución de las inversiones.

89. Es preciso indicar que, conforme al artículo IV del Título Preliminar del RETA, el sistema tarifario comprende tres elementos: (i) la estructura tarifaria, (ii) la unidad de cobro y (iii) el nivel tarifario máximo que debe ser considerado. Estos tres componentes forman parte de la presente Fijación Tarifaria del Ositrán.

VI.1. Estructura Tarifaria

90. Para la determinación de la estructura tarifaria es necesario considerar el alcance de cada servicio. En particular, es necesario tener en cuenta a qué tipo de carga va dirigido el servicio, así como las actividades necesarias para su prestación.

91. Según lo indicado en el informe de inicio del procedimiento, el Servicio Especial es demandado por las líneas navieras, que en su calidad de dueñas de los contenedores *reefer,* son las que requieren verificar el correcto funcionamiento de su contenedor en el último viaje o en un periodo histórico para diversos fines, entre ellos, cuando surgen controversias con sus clientes. Por tanto, los responsables del pago del servicio objeto de la solicitud de fijación tarifaria son las líneas navieras (o sus representantes).

92. Asimismo, la provisión de dicho servicio consiste en la descarga electrónica de la información histórica de parámetros (también conocido como *Datalog*) que contiene la computadora o CPU de un contenedor *reefer* y el envío de la información descargada al usuario o solicitante. La información descargada – también denominada data horaria pues provee información de parámetros por hora- incluye la fecha y hora de encendido de alarmas, apagados y encendidos del contenedor, controles previos al viaje realizado (PTI realizados), temperaturas y otros, siendo que la antigüedad de dicha información puede ser del último viaje, de los últimos treinta (30) a noventa (90) días o de un rango de fechas.

93. Por último, debe precisarse que la tarifa que determine el Ositrán es una tarifa máxima o tope. En ese sentido, el Concesionario tiene la opción de cobrar tarifas menores, si lo considera pertinente de acuerdo con su política comercial.

VI.2. Unidad de Cobro

94. Una vez definida la estructura tarifaria, corresponde determinar la unidad de cobro por la prestación de cada servicio. Al respecto, es necesario tener en cuenta el principio de consistencia que se enuncia en el numeral 8 del artículo V del RETA:

> *"**Artículo V. Principios***
>
> *El Ositrán y las Entidades Prestadoras se sujetan a los siguientes principios:*
> *(…)*
> ***8. Consistencia:** En la fijación o revisión tarifaria, el Ositrán deberá asegurarse que exista coherencia entre las metodologías de tarificación aplicadas a los diversos servicios que prestan las Entidades Prestadoras, así como en la determinación de la estructura del Sistema Tarifario."*

95. En tal sentido, las unidades de cobro se determinan con la finalidad de no alterar la estructura del sistema tarifario de la concesión. Asimismo, se busca mantener una misma unidad de cobro en los terminales portuarios nacionales y favorecer la competencia.

96. Así pues, en la etapa de inicio se estableció que, de la revisión de los tarifarios de las Entidades Prestadoras del sector portuario bajo ámbito de competencia del Ositrán, en el Terminal Portuario de Paita y en el Terminal Muelle Sur del Terminal Portuario del Callao se brinda un servicio de alcance similar al servicio bajo análisis, los cuales se denominan Lectura de parámetros de contenedor refrigerado con uso de medios electrónicos (*DOWN LOAD*) y Lectura de parámetros de contenedores refrigerados a través de medios electrónicos, respectivamente, tal como se observa en el siguiente cuadro:

Cuadro N° 3
Unidad de cobro de servicios con alcance similar al servicio "Descarga y envío de información de parámetros de contenedor *reefer*"

Puerto	Terminal Portuario (operador)	Denominación	Unidad de cobro
TP Paita	TP Euroandinos Paita S.A.	Lectura de parámetros de contenedor refrigerado con uso de medios electrónicos (DOWN LOAD)	Por contenedor
TP Callao	DPW Callao S.R.L.	Lectura de parámetros de contenedores refrigerados a través de medios electrónicos.	Por vez

Fuente: Tarifarios del Terminal Portuario de Paita y el Terminal Muelle Sur del Terminal Portuario del Callao.

97. Como se puede observar, mientras que para el caso del Terminal Portuario de Paita la unidad de cobro del servicio es por contenedor, para el Terminal Muelle Sur del Terminal Portuario del Callao la unidad de cobro se establece por vez.

98. En la propuesta Tarifaria remitida por el Concesionario, APMT sostiene que, en la práctica internacional, para el servicio materia de análisis, la unidad de cobro por vez es equivalente a "por contenedor", señalando lo siguiente:

> *"Es importante precisar, que la unidad de cobro "por vez" u "por operación" es igual que la unidad de cobro "por contenedor". La práctica internacional es realizar el cobro por cada vez que se descargue la data horaria de parámetros de un contenedor; es decir, el cobro es por contenedor-operación.*
>
> *En ese sentido, algunos terminales prefieren señalar que cobrarán por contenedor y otros prefieren señalar que cobrarán por vez (u operación), cuando en la práctica es lo mismo.*

Por tanto, la unidad de cobro que se plantea es por contenedor (que es lo mismo que decir por operación o por vez)."

99. En ese marco, con el objeto de contar con información que pueda corroborar la afirmación descrita por APMT, mediante correo electrónico del 04 de marzo de 2022, se realizó una consulta a los representantes del Terminal Portuario de Paita, para esclarecer si, en su caso, el servicio de lectura de parámetro de contenedor refrigerado con uso de medios electrónicos (*DOWN LOAD*), la denominación de contenedor es equivalente a por vez.

100. Al respecto, mediante correo del 08 de marzo de 2022, los representantes del Terminal Portuario de Paita afirmaron que: "*El cobro por el servicio especial "Lectura de parámetros de contenedor refrigerado con uso de medios electrónicos (DOWNLOAD)" se aplica por contenedor cada vez que el cliente lo solicita"*[18].

101. De este modo, para el caso del servicio materia de análisis, se observó que, efectivamente, la unidad de cobro por contenedor es equivalente a la unidad de cobro por vez. Por tanto, considerando que el resto de puertos pertenecientes a la muestra presentan en su mayoría la unidad de cobro "por contenedor", se estableció que la unidad de cobro para la prestación del presente servicio debe ser "por contenedor".

VI.3. Nivel Tarifario

VI.3.1 Metodología

102. De acuerdo con la Propuesta Tarifaria de Ositrán, en el caso particular del servicio "Descarga y envío de parámetros de contenedor *reefer*", se estimó conveniente utilizar la metodología de *benchmarking*, debido a que no es posible realizar una proyección de demanda confiable para dicho servicio, en tanto que, la demanda de este servicio sería incierta o nula, mientras que, de otro lado sí se cuenta con información sobre las tarifas que aplican otros puertos nacionales e internacionales que proveen servicios similares.

103. La metodología de *benchmarking* o tarificación comparativa está definida en el Anexo I Metodologías para la Fijación y Revisión Tarifaria del RETA de la manera siguiente:

> *Consiste en establecer el nivel tarifario de un servicio a partir de comparaciones nacionales y/o internacionales de los costos o niveles tarifarios de infraestructuras con características similares y/o que presten un servicio similar.*
> *Algunas veces las características entre una infraestructura y otra son diferentes, lo que puede afectar la comparación. Dichas diferencias, tales como el marco regulatorio, la base impositiva, el tipo de moneda de cobro, el empaquetamiento o no de los servicios, políticas tarifarias, riesgo regulatorio, entre otros, pueden reducir la confiabilidad de una comparación tarifaria; sin embargo, la utilidad de esta metodología sigue siendo válida por el menor costo y mayor rapidez en el cálculo, más aún cuando existe una convergencia en la estructura y en los costos logísticos en el ámbito internacional.*
> *Bajo esta metodología se puede medir el impacto relativo que ejercen los costos de la infraestructura sobre el costo logístico.*
>
> [Subrayado agregado.]

104. Precisamente, una de las ventajas de la metodología de tarificación comparativa (*benchmarking*) es que no requiere de información de demanda para efectuar el cálculo de tarifas, pues esta metodología consiste en determinar las tarifas a partir de comparaciones relevantes entre los costos o tarifas de infraestructuras con características similares a las que se desea tarifar. Sin embargo, debe tenerse particular cuidado con las características de las infraestructuras portuarias a comparar, pues cualquier diferencia que pudiera existir en factores como el marco regulatorio, la base impositiva, el tipo de moneda de cobro, el

[18] En el Anexo Nº 4 se muestra el correo remitido por los representantes del Terminal Portuario de Paita.

empaquetamiento o no de los servicios, las políticas tarifarias, riesgo regulatorio, entre otros, pueden reducir la confiabilidad de la comparación tarifaria.

VI.3.2 Elección de la muestra

105. En la Propuesta Tarifaria del Ositrán se aplicó la metodología antes detallada, tomando como primer paso la selección de una muestra representativa de tarifas cobradas por el servicio bajo análisis, para lo cual se tuvieron en consideración tres aspectos: (a) disponibilidad de información, (b) servicios comparables y (c) exclusión de valores extremos.

a) Disponibilidad de información

106. Conforme se indica en la Propuesta Tarifaria del Ositrán, para identificar la muestra de Terminales Portuarios a utilizar en la comparación se partió de la información propuesta por el Concesionario en su solicitud de fijación tarifaria[19], a la cual, sobre la base de la información pública disponible, se sumó el precio cobrado en el terminal portuario Pelabuhan Tanjung Pelepas, que brinda un servicio similar al servicio materia de análisis denominado *Downloading and retrieving data logs,* estableciendo de esta manera una muestra inicial de 15 terminales portuarios, los cuales se presentan en el siguiente cuadro[20].

Cuadro N° 4
Propuesta Tarifaria del Ositrán:
Terminales portuarios que ofrecen un servicio de características similares al servicio "Descarga y envío de información de parámetros de contenedor *reefer*"

País	Puerto/Terminal Portuario	Brinda el servicio
Baréin	Bahrain Port	√
Egipto	Port Sokhna	√
	Port Saíd	√
Emiratos Árabes Unidos	Port of Mina Rashid	√
	Port of Jebel Ali	√
Italia	Porto di Ravenna	√
Italia	Porto di La Spezia	√
Malasia	Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	√
Marruecos	Tangier Med	√
Omán	Port Salalah	√
Perú	TP Paita	√
	TP Muelle Sur – Callao	√
Qatar	Hammad Port	√
Reino Unido	Puerto de Londres	√
USA	Mobile Port*	√

* Se evalúan dos servicios que podrían presentar características similares a las del servicio materia de análisis.
Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

[19] Remitida mediante Carta N° 0035-2022-APMTC/LEG, recibida el 19 de enero de 2022.

[20] Al respecto, en el Anexo Nº 3 se presenta la lista de puertos cuyos tarifarios fueron analizados para verificar si prestan o no un servicio de características similares al servicio "Descarga y envío de información de parámetros de contenedor *reefer*".

b) Servicios comparables

107. Adicionalmente, en la Propuesta Tarifaria del Ositrán, luego de verificar que en los puertos listados anteriormente se brindan servicios de características similares al servicio bajo análisis, sobre la base de la información pública disponible, se verificó en detalle las características y condiciones bajo las cuales se presta el servicio. Para ello se revisaron los tarifarios y manuales de descripción de servicios que se encuentran publicados en las páginas web de cada terminal portuario.

108. A partir de dicha revisión, se identificó que, en algunos terminales portuarios, la información se encuentra incompleta, desfasada o no se consigna el detalle del alcance del servicio. Por ello, con el fin de contar con información completa, con fechas 09 junio, 10 de junio y 25 de julio de 2022 se procedió a realizar consultas vía correo electrónico a los puertos Port of Mina Rashid, Port of Jebel Ali, Porto di Ravenna, APMT Mobile y Porto di La Spezia. Sin embargo, no se recibió respuestas a las consultas realizadas[21].

109. Así, en la Propuesta Tarifaria del Ositrán se descartó la información correspondiente a los servicios prestados por el terminal portuario Mobile Port en Estados Unidos por presentar servicios que no son por completo similares al servicio bajo análisis. En efecto, de acuerdo con la información consignada en su tarifario, dicho terminal portuario brinda dos servicios que, de acuerdo con la propuesta tarifaria del Concesionario, tendrían un alcance similar al servicio "Descarga y envío de información de parámetros de contenedor *reefer"*, estos son: (i) *Electronic temperature downloading rate per download* (por el cual cobra un precio de USD 92,00) y (ii) *Down load Data Logger* (cuyo precio asciende a USD 41,01); sin embargo, no se cuenta con una descripción exacta del alcance de dichos servicios; de hecho, de acuerdo con APMT:

> *"Esta empresa ofrece el mismo alcance del servicio bajo análisis,* ***pero a diferencia de otros terminales ofrecería este servicio*** *para* ***dos tipos de descarga*** *de información; un primer tipo de información se refiere a la descarga de parámetros de temperatura y el otro tipo de información se referiría al resto de información de parámetros que contiene el computador del contenedor reefer. Las denominaciones del servicio que ofrece este terminal son "Electronic temperature downloading rate per download" y el "down load Data Logger"".*
>
> [Énfasis y subrayado agregados.]

110. Como se pudo observar, el mismo Concesionario no presentó con certeza el alcance de los servicios, sino que se basaba en supuestos, en particular, para el caso del servicio "Down load Data Logger*"*. Sin embargo, Ositrán consideró que incluso en caso los supuestos del Concesionario sean correctos, ninguno de los dos servicios tendría el mismo alcance del servicio materia del presente procedimiento de fijación tarifaria. Tal como fue expuesto en el acápite correspondiente a la definición y alcance del servicio especial del presente documento (ver sección III), el servicio materia de fijación tarifaria consiste en la descarga de información del contenedor *reefer* referida, entre otros, a la fecha y hora de encendido de alarmas, apagados y encendidos del contenedor, controles previos al viaje realizado (PTI realizados), temperaturas; por tanto, ninguno de los servicios brindados en el terminal portuario Mobile Port tendrían el mismo alcance que el servicio propuesto sino solo parte del mismo[22].

111. Adicionalmente, en la Propuesta Tarifaria del Ositrán, se indicó que, con relación a los servicios prestados en los terminales portuarios "*Port of Mina Rashid*" y "*Port of Jebel Ali*",

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[21] En el Anexo Nº 4 se muestran los correos remitidos a los terminales portuarios.

[22] Sin perjuicio de lo expuesto, cabe precisar que el tarifario del terminal portuario Mobile establece que la tarifa del servicio "*Down load Data Logger"* se establece como el 50% del valor de una hora de trabajo, por lo cual, la determinación de la tarifa es diferente a la de los servicios regulados en Perú.

conforme la información publicada en su página web[23] se pudo observar que ambos terminales manejaban un mismo tarifario, el cual consignaba que el precio cobrado por el servicio "*Reefer Data Download/Upload*" es de 105 AED por contenedor[24], con fecha de vigencia 2017. Sin embargo, no se disponía de información que permitiera corroborar la existencia de tarifarios actualizados. En tal sentido, siguiendo el criterio adoptado en la Resolución de Consejo Directivo N° 006-2021-CD-OSITRAN, del 17 de febrero de 2021[25], según el cual se considera en el análisis aquellos tarifarios con actualización de una antigüedad no mayor al año previo al del procedimiento de fijación tarifaria, se descartó la información disponible de tales puertos.

112. Sin perjuicio de lo anterior, en la Propuesta Tarifaria del Ositrán, se advirtió que la página web consignaba la siguiente descripción en referencia al terminal portuario de "*Mina Rashid*":

> *According to the World Travel Awards polls, Mina Rashid has been the Middle East's leading cruise tourist destination for the past eight consecutive years, and is steadily gaining traction as a leading destination globally. Currently, Mina Rashid can handle seven mega-cruise vessels or 25,000 passengers at once. The port's Hamdan bin Mohammed Cruise Terminal is the world's largest single, covered cruise terminal facility capable of handling 14,000 passengers a day. Mina Rashid is currently undergoing an expansion by building a world class recreational area that will symbolise Dubai's rich cultural heritage and solidify the terminal as one of the world's premier cruise tourism hubs. Due to high demand, it is also working to provide improved berthing services for private yacht owners looking to make Dubai a home for their vessels.*
>
> ***Coastal Berth and General Cargo Facilities***
>
> *Mina Rashid Cargo Port enjoys a strategic location amidst the Dubai's traditional trading centres for cargo destined to Iran, Iraq, Africa & India.*
>
> *As Dubai's first modern port and located along traditional trading lanes, Mina Rashid is an attractive site for non-containerised cargo, especially for break-bulk and RoRo vessels. Its proximity to the city's used car markets and support from the Road Transport Authority allows for easy and hassle-free export handling.*
>
> [Subrayado agregado.]

113. De acuerdo al texto antes citado, no quedaba claro si todos los servicios establecidos en el tarifario eran prestados en ambos terminales o si, en su defecto, dicho documento era tomado como referencia para establecer la tarifa que se cobraría, en caso el terminal prestase el servicio. Sobre el particular, es importante mencionar que se realizaron consultas vía correo electrónico para verificar la vigencia del tarifario, así como, el alcance del servicio para cada terminal portuario. Sin embargo, a la fecha de elaboración de la propuesta tarifaria de Ositrán, no se había recibido respuesta a las consultas realizadas[26].

114. En línea con lo descrito previamente, en la Propuesta Tarifaria del Ositrán también se descartó la información referida a los terminales portuarios Port Saíd y Hammad Port, que consignaban tarifas de USD 15 y 150 QAR[27], respectivamente, por contar con tarifarios cuya última fecha de actualización figura como 2020.

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[23] https://www.dpworld.com/uae/-/media/project/dpwg/dpwg-tenant/mea/uae/media-files/dpw_jatariff2017editionv1.pdf?rev=cd8de2db0a4642d7a47f6f84b45835dd, revisada por última vez el 27 de julio de 2022.

[24] AED es la sigla de la moneda dírham emiratí, utilizada en los Emiratos Árabes Unidos.

[25] Mediante la cual se fijó la tarifa del servicio especial de Pre-enfriado de contenedor vacío a ser prestado en el Terminal Norte Multipropósito del Terminal Portuario del Callao.

[26] En el Anexo Nº 4 se muestra los correos remitidos a los terminales portuarios "*Port of Mina Rashid*" y "*Port of Jebel Ali*"

[27] QAR es la sigla de la moneda Riyal Qatarí, utilizada en Qatar.

115. Por otro lado, es importante mencionar que, en el caso del terminal portuario APMT Bahrain, la información presentada en la propuesta tarifaria del Concesionario también se consigna como año de emisión del tarifario el 2017. No obstante, a diferencia de los casos anteriores, en la descripción del tarifario se identificó que consignaba una referencia expresa a que se encontraba actualizado al 1 de agosto de 2021, motivo por el cual, se incluyó la tarifa correspondiente al servicio *Retrieving Data from Data Logger, per container* como parte del análisis.

116. Finalmente, en la Propuesta Tarifaria del Ositrán también se descartó la información correspondiente al servicio prestado en el Puerto de Londres, ello en la medida que su tarifario vigente para el 2022[28], establece que el servicio denominado *"Reefer Temperature History Request (by written request only)*", presenta como valor de tarifa la denominación POA, lo cual implica que el cobro por la prestación del servicio se determina bajo acuerdo y bajo solicitud escrita. En consecuencia, al no contar con un precio comparable con el servicio materia de análisis, corresponde eliminarlo de la muestra para la tarificación comparativa.

117. Considerando lo descrito previamente, la muestra de terminales portuarios que ofrecen servicios comparables al que ofertará el Concesionario quedó compuesta por los siguientes terminales portuarios:

Cuadro N° 5
Propuesta Tarifaria del Ositrán:
Terminales portuarios que ofrecen servicios comparables al Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*"

País	Puerto/Terminal Portuario	Tarifa USD/Contenedor
Perú	TP Paita	10,00
	TP Callao	15,00
Egipto	Port Sokhna	10,00
Italia	Porto di Ravenna	39,58
	Porto di La Spezia	61,21
Malasia	Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	9,94
Omán	Port Salalah	21,00
Baréin	Bahrain Port	23,87
Marruecos	Tangier Med	32,99

Fuente: Tarifarios publicados en los portales web de cada terminal portuario

118. Al respecto, se precisó que para el caso de los terminales portuarios cuyos tarifarios consignan precios en monedas diferentes al dólar estadounidense, se utilizó el tipo de cambio promedio de los últimos 12 meses (agosto 2021- julio de 2022).

119. En ese marco, para el caso del Bahrain Port, cuyos precios se encuentran expresados en Dinar Bareiní (BHD), se utilizó el tipo de cambio de 2,65 USD/BHD; para los terminales APMT Tangier; Container Ravenna y La Spezia Container que cotizan sus servicios en Euros, se utilizó el tipo de cambio de 1,11 USD/EUR y para el terminal de Pelabuhan Tanjung Pelepas, en el que se utiliza el Ringgit malayo, se utilizó el tipo de cambio de 0,24 USD/RM.

[28] El cual entró en vigencia a partir del 1 de abril del 2022, y es presentado en el Anexo N° 5 del presente documento.

c) Exclusión de valores extremos

120. El tercer criterio utilizado en la Propuesta Tarifaria del Ositrán para seleccionar la muestra fue excluir los *outliers*[29], es decir, valores extremos que podían generar distorsiones por factores no observados y sesgar los resultados que se obtengan al promediar las tarifas de los terminales portuarios de la muestra.

121. Al respecto, es importante mencionar que uno de los primeros pasos para llevar a cabo un análisis coherente de datos es la detección y corrección de valores extremos. Existen diversas metodologías para la detección de valores extremos. Por ejemplo, puede optarse por una detección visual utilizando una gráfica que muestre la dispersión de puntos. No obstante, dicha alternativa carece de sustento estadístico y puede ser objeto de críticas en tanto dependerá de la discrecionalidad de quien lleve a cabo el análisis. En tal sentido, en los procedimientos tarifarios anteriores desarrollados por el Regulador, se ha optado por utilizar técnicas estadísticas que garanticen un resultado objetivo.

122. En ese sentido, de la revisión de la literatura estadística referida a valores extremos de muestras discretas, el Regulador optó por utilizar tres (3) métodos estadísticos que permiten la identificación y eliminación de dichos valores:

- Test de Tukey
- Criterio de Chauvenet
- Criterio de Peirce

123. A continuación, se presentan los resultados obtenidos al aplicar cada uno de los test mencionados.

- **<u>Test de Tukey</u>**

124. El Test de Tukey o Recorrido Intercuartílico[30] es muy utilizado dentro de la experiencia internacional en el análisis de bases de datos para la determinación de índices de precios y costos.

125. Permite identificar con claridad y de forma individual las observaciones que se alejan de manera poco usual del resto de datos. En efecto, para detectar valores extremos solo es necesario calcular un límite inferior y un límite superior para la distribución (bigotes), siendo extremos aquellos valores que sobrepasan dichos límites (fuera de los bigotes). En el siguiente gráfico se muestra el procedimiento antes descrito.

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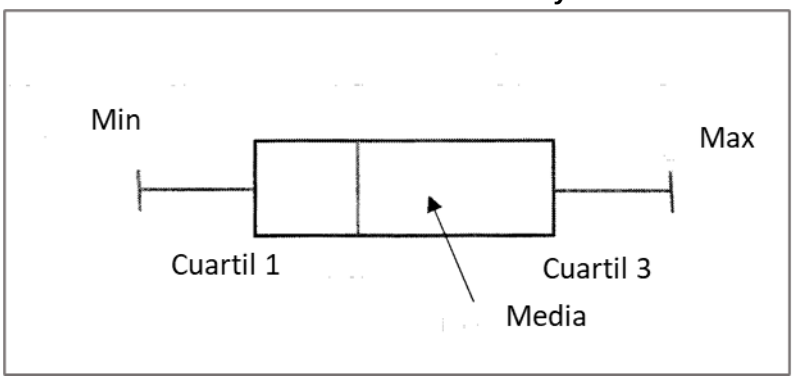
[29] Según Hawkins, un *outlier* es "una observación que se desvía mucho de otras observaciones y despierta sospechas de ser generada por un mecanismo diferente, D.M. Hawkins, *"Identification of Outliers".* London, Chapman & Hall. 1980.

Por otro lado, *la American Society for Testing and Materia Is (1994). Standard Practicefor Dealing with Outlying Observations*, establece que un *outlier es* una observación que parece desviarse marcadamente de los demás miembros de la muestra de la que forma parte.

[30] BARBATO, G.; BARINI, E.M.; GENTA, G. y R. LEVI (2011). "Features and performance of some outlier detection methods".En: *Journal of Applied Statistics*. Vol. 38, N°10, Octubre de 2011, 2133-2149.

Gráfico N° 2
Diagrama de cajas y bigotes para la detección de valores extremos en Test de Tukey



Fuente: Exploratory Data Analysis – John W. Tukey 1977
Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

126. El test de Tukey o rango intercuartílico define a los *outliers* como aquellos que se ubican por debajo de un límite inferior o por encima de un límite superior, los cuales vienen dados por:

$$Lim_{inf} = Q_1 - 1{,}5(IQR)$$
$$Lim_{sup} = Q_3 + 1{,}5(IQR)$$

Donde:

Q_1 = primer cuartil de la distribución
Q_3 = tercer cuartil de la distribución
IQR = rango intercuartílico (diferencia entre el tercer y primer cuartiles)
Lim_{inf} = límite inferior
Lim_{sup} = límite superior

127. Para las tarifas presentadas en el Cuadro N° 6, se calculó el primer cuartil de la muestra, que es igual a USD 10,00 y el tercer cuartil que es igual a USD 32,99; con lo cual, el rango intercuartílico asciende a USD 22,99. En consecuencia, los límites inferior y superior para la muestra son USD -24,49 y USD 67,48, respectivamente.

Cuadro N° 6
Propuesta Tarifaria del Ositrán:
Test de Tukey o rango intercuartílico – primera aplicación

Q_1 (1)	Q_3 (2)	IQR (3)=(2)-(1)	Lim_{inf} (4)=(1)-1,5*(3)	Lim_{sup} (5)=(2)+1,5*(3)
10,00	32,99	22,99	-24,49	67,48

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

128. De los datos expuestos en el Cuadro N° 6 y considerando la información de tarifas de los terminales portuarios consignadas en el Cuadro Nº 5, se observa que ninguna de las tarifas constituye un valor extremo según el criterio de Tukey. Por tanto, bajo este criterio la muestra o base comparable sería la misma que la presentada en el Cuadro N° 5.

- **<u>Criterio de Chauvenet</u>**

129. De acuerdo con este test, para determinar si una observación o dato constituye o no un valor extremo o *outlier*, es necesario en primer lugar calcular un valor estadístico (VE) sobre la base de información de la muestra:

$$VE = \eta * \left\{1 - P\left[\frac{(n_i - \bar{X})}{\sigma}\right]\right\}$$

Donde:
η = número de observaciones de la muestra
P= probabilidad de ocurrencia del número de desviaciones estándar, según la tabla de distribución normal[31]
n_i = valor de la observación que se sospecha es un *outlier*
$\bar{X}$ = media aritmética de la muestra
σ = desviación estándar de la muestra

130. Bajo el criterio de Chauvenet, si el valor estadístico (VE) resulta menor que 0,5 (50%) entonces se puede decir que el valor "n_i" es un valor atípico o *outlier*.

131. Considerando la base de datos presentada en el Cuadro N° 5, se calculó la media aritmética ($\bar{X}$) y la desviación estándar (σ) de la muestra. Dichos valores ascienden a USD 24,84 y USD 17,25, respectivamente. Sobre la base de esa información, se determinó el valor estadístico correspondiente a Porto di La Spezia.

Cuadro N° 7
Propuesta Tarifaria del Ositrán:
Primera aplicación del Test de Chauvenet

Número de Observaciones	9
Posible *Outlier:* Porto di La Spezia	61,21
Media	24,84
Desviación Estándar	17,25

Probabilidad	98,26%
Valor Estadístico	31,32%

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

132. Al respecto, se puede observar que que el valor estadístico (VE) resultante de la evaluación de la tarifa de *Porto di La Spezia* no supera el 50%, lo que indica que esta tarifa debe ser considerada como un *outlier* o valor extremo.

133. No obstante, cuando existen varias observaciones atípicas, es necesario ser cuidadosos con la aplicación de las pruebas para identificar valores atípicos, debido a que es posible que se presente el fenómeno denominado "enmascaramiento". De acuerdo con Ben-Gal (2005), el enmascaramiento se produce cuando un conjunto de observaciones atípicas sesga la media y la covarianza estimadas hacia el conjunto de observaciones atípicas, de manera que la distancia resultante entre el posible valor atípico y la media es pequeña. Para asegurar que no se ha producido un fenómeno de enmascaramiento, puede eliminarse el primer valor atípico y verificar si la segunda observación constituye también un valor atípico.[32]

134. En tal sentido, con el objeto de verificar que en la base de datos analizada no se presente el fenómeno de enmascaramiento, se debe repetir recursivamente el procedimiento previo, eliminando en cada caso las observaciones que presenten un valor estadístico menor al

[31] En el Anexo Nº1 se presenta la tabla estadística de probabilidades de una distribución normal para el test de Chauvenet.

[32] "***Masking effect**. It is said that one outlier masks a second outlier, if the second outlier can be considered as an outlier only by itself, but not in the presence of the first outlier. Thus, after the deletion of the first outlier the second instance is emerged as an outlier. Masking occurs when a cluster of outlying observations skews the mean and the covariance estimates toward it, and the resulting distance of the outlying point from the mean is small.*"
Fuente: BEN-GAL, I. (2005). "Outlier detection". En: MALMON, O. y L. ROCKACH (Eds.). *Data Mining and Knowledge Discovery Handbook: A Complete Guide for Practitioners and Researchers.* Kluwer Academic Publishers. P. 8. [Subrayado agregado.]

50%. A continuación, se muestran el test realizado sin considerar *Porto di La Spezia* y suponiendo como posible valor atípico a Porto di Ravenna.

Cuadro N° 8
Propuesta Tarifaria del Ositrán:
Segunda aplicación del Test de Chauvenet

Número de Observaciones	8
Posible *Outlier: Porto di Ravenna*	39,58
Media	20,30
Desviación Estándar	11,30
Probabilidad	95,64%
Valor Estadístico	69,76%

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

135. Se observa que, de acuerdo con los resultados de esta prueba, el Valor Estadístico es mayor al 50%, por lo cual la tarifa relacionada a *Porto di Ravenna* no constituye un valor extremo. En el siguiente cuadro se muestra la base final resultante de la aplicación del criterio de Chauvenet.

Cuadro N° 9
Propuesta Tarifaria del Ositrán
Muestra de Terminales portuarios después de aplicar el Criterio de Chauvenet

País	Puerto/Terminal Portuario	Tarifa USD/Contenedor
Perú	TP Paita	10,00
	TP Callao	15,00
Egipto	Port Sokhna	10,00
Italia	Porto di Ravenna	39,58
Malasia	Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	9,94
Omán	Port Salalah	21,00
Baréin	Bahrain Port	23,87
Marruecos	Tangier Med	32,99

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

136. Por otro lado, cabe precisar que la evaluación también se realizó considerando como posible valor atípico, el extremo de menor tarifa, siendo para el presente caso la tarifa correspondiente al terminal Pelabuhan Tanjung Pelepas, Para el caso de las 2 aplicaciones, los resultados arrojaron como valor estadístico, 350,8% y 69,8%, por tanto, es posible afirmar que no existen valores extremos de menor valor que deban ser eliminados de la muestra.

- **<u>Criterio de Peirce</u>**

137. El criterio de Peirce es un método riguroso de eliminación de valores atípicos, derivado directamente de un análisis estadístico de la distribución Normal. Este método propone determinar el límite de error más allá del cual todas las observaciones que impliquen un error tan grande pueden ser rechazadas.

138. El criterio de Peirce propone determinar sobre la base de una serie de observaciones el límite del error admisible, siendo que cualquier observación más allá de dicho límite pueda ser rechazada. El principio sobre el que se propone resolver el problema es que las observaciones propuestas a ser rechazadas deben serlo, cuando la probabilidad del grupo de errores obtenido al retenerlas sea menor que la del sistema de errores obtenido por su

rechazo multiplicado por la probabilidad de que se presente el evento, y no más observaciones anormales[33].

139. Por lo general, usar el Criterio de Peirce en su forma original es complicado, pero se ha condensado en un conjunto de tablas y una fórmula fácil de usar que se puede aplicar fácilmente a conjuntos de datos[34].

140. Para la aplicación del test de Peirce es necesario calcular la media aritmética ($\bar{X}$) y la desviación estándar (σ) de la muestra[35]. Posteriormente se siguen los siguientes pasos:

   i. Se determina el estadístico "*R*".
   ii. Se determina la desviación máxima permitida: $|X_i - \bar{X}|_{\text{max}} = \sigma * R$
   iii. Se calcula la desviación real de los posibles valores atípicos. $|X_i - \bar{X}|$
   iv. Se comprueba si $|X_i - \bar{X}| > |X_i - \bar{X}|_{\text{max}}$ para cada posible dato atípico.
   v. Si se da como resultado el rechazo de una medición, se debe suponer el caso de dos dudosas observaciones, manteniendo los valores originales de la desviación estándar y media, y el número original de medidas. Posteriormente se iría al paso (vii).
   vi. Si se rechaza más de una medición en la prueba anterior, se deberá asumir el siguiente valor de posibles observaciones dudosas.
   vii. Se repiten los cálculos anteriores (pasos 1 a iv), aumentando secuencialmente el número de posibilidades de medición dudosas, hasta que no sea necesario realizar más mediciones de datos eliminados.
   viii. Una vez eliminados los posibles datos dudosos, se debe obtener el nuevo valor de la media y la desviación estándar muestral de la reducción y replicar los pasos anteriores.

141. Tal como se señaló anteriormente, para la muestra de tarifas presentada en el Cuadro N° 5, la media aritmética ($\bar{X}$) y la desviación estándar (σ) de la muestra, presentan valores de USD 25,06 y USD 16,04, respectivamente.

142. Respecto al factor "R", en el caso bajo análisis, el número de observaciones en la muestra es igual a 11 y se presume la existencia de un *outlier*; de manera que la máxima desviación admisible como el producto entre la desviación estándar de la muestra y el estadístico "R" es:

$$|x_i - \bar{X}|_{max} = \sigma * R = 30{,}88$$

143. Luego se calcula el valor absoluto de la diferencia entre el primer valor que se sospecha atípico (tarifa de Porto di La Spezia) y la media de la muestra:

$$|x_i - \bar{X}| = |59{,}48 - 25{,}06| = 34{,}42$$

144. Posteriormente, se compara el resultado anterior con la máxima desviación disponible. Dado que el valor absoluto de la diferencia entre la tarifa del *Porto di La Spezia* y la media de la muestra (USD 36,36) es mayor que la máxima desviación admisible (USD 31,47), se elimina esta observación (ver Cuadro N° 10).

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[33] Peirce, Charles Sanders (1982). "On the Theory of Errors of Observation". In Kloesel, Christian J. W.; et al. (eds.)

[34] En el Anexo Nº 2 se presenta una tabla con los valores críticos para el valor del estadístico de Peirce.

[35] ROSS, S.M. (2003). "Peirce's criterion for the elimination of suspect experimental data". En: *Journal of Engineering Technology.* Octubre de 2003, Vol. 20, N° 2, 38-41.

Cuadro N° 10
Propuesta Tarifaria del Ositrán:
Test de Peirce con una observación atípica – primera aplicación (base 11)

Media	24,84
Desviación estándar (σ)	17,25
R (n=9 , atípicos=1)	1,82
Máxima desviación admisible	31,47
Porto di La Spezia (61,21 USD) - Media	36,36

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

145. Con los supuestos anteriores no se encuentra otro posible valor de eliminación, por tanto, con el propósito de comprobar la eliminación del punto sospechoso se realizó la prueba asumiendo dos posibles muestras dudosas.

146. Asumiendo la existencia de dos valores atípicos, el valor de R es igual a 1,51 y la máxima desviación admisible es USD 26,14. Se verifica que se sigue rechazando la observación del Porto di La Spezia pues su desviación (USD 36,36) es mayor que la máxima desviación admisible (USD 26,14); asímismo, no se agrega ninguna otra posible muestra atípica. Por lo tanto, la tarifa del Porto di La Spezia es considerada como un valor extremo y se procede a eliminarla de la muestra.

147. Según propone el Criterio de Peirce, una vez eliminado el valor extremo, se debe repetir el procedimiento con la muestra restante. En ese sentido, los siguientes cuadros muestran los valores a ser utilizados para comprobar la existencia otro posible dato atípico.

Cuadro N° 11
Propuesta Tarifaria del Ositrán:
Test de Peirce con una observación atípica – primera aplicación (base 10)

Media	20,30
Desviación estándar (σ)	11,30
R (n=8 , atípicos=1)	1,76
Máxima desviación admisible	19,92
Porto di Ravenna (39,58 USD) - Media	19,28

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

148. El Cuadro N° 11 muestra que Porto di Ravenna (cuya tarifa es de USD 39,58 por contenedor) no supera el rango máximo permitido. Por tanto, puede verificarse que, tras la realización del último procedimiento, la aplicación del criterio de Peirce no identifica ninguna otra observación extrema. En el siguiente cuadro se muestra la base final resultante de la aplicación del criterio de Peirce.

Cuadro N° 12
Propuesta Tarifaria del Ositrán:
Muestra de Terminales portuarios después de aplicar el Criterio de Peirce

País	Puerto/Terminal Portuario	Tarifa USD/Contenedor
Perú	TP Paita	10,00
	TP Callao	15,00
Egipto	Port Sokhna	10,00
Italia	Porto di Ravenna	39,58
Malasia	Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	9,94
Omán	Port Salalah	21,00
Baréin	Bahrain Port	23,87
Marruecos	Tangier Med	32,99

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

149. Finalmente, de la aplicación de las tres técnicas estadísticas, se encuentra que el Test de Tukey no identifica ningún *outlier,* mientras que los Test de Chauvenet y Peirce identifican un *outlier*, arrojando una muestra de ocho (8) terminales portuarios. Por tanto, considerando que existen dos test que presentan resultados similares, se considerará como base comparable los ocho (8) terminales resultados de la evaluación del test de Chauvenet y Peirce.

VI.3.3 Base comparable considerada en la Propuesta Tarifaria de Ositrán

150. Los terminales portuarios seleccionados para establecer la tarifa propuesta para el servicio bajo análisis fueron aquellos que cumplieron simultáneamente con los criterios de: disponibilidad de información, servicios comparables y exclusión de valores extremos. La muestra seleccionada considera las tarifas de ocho (8) terminales portuarios.

Cuadro Nº 13
Propuesta Tarifaria del Ositrán
Muestra de terminales portuarios y puertos utilizada en el *benchmarking*

País	Puerto/Terminal Portuario	Tarifa USD/Contenedor
Perú	TP Paita	10,00
	TP Callao	15,00
Egipto	Port Sokhna	10,00
Italia	Porto di Ravenna	39,58
Malasia	Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	9,94
Omán	Port Salalah	21,00
Baréin	Bahrain Port	23,87
Marruecos	Tangier Med	32,99

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

151. A partir del promedio de las tarifas de la muestra de puertos se obtuvo la tarifa consignada en la Propuesta Tarifaria del Regulador para la prestación del Servicio Especial de "Descarga y envío de información parámetros de contenedor *reefer"* en el Terminal Norte Multipropósito del Terminal Portuario del Callao.

VI.3.4 Tarifa Propuesta

152. A partir de lo anterior, la tarifa máxima que se calculó para el Servicio Especial de "Descarga y envío de información de parámetros de contenedor *reefer"* en la Propuesta de Fijación Tarifaria del Ositrán y que fue sometida a comentarios ascendió a **USD 20,30** por contenedor.

VII. ANÁLISIS DE LOS COMENTARIOS A LA PROPUESTA TARIFARIA DEL OSITRÁN

153. De conformidad con el numeral 1 del artículo 21 del RETA, la Resolución N° 0035-2022-CD-OSITRAN mediante la cual se aprobó la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao", también dispuso un plazo de veinte (20) días hábiles para que los interesados remitan por escrito sus comentarios o sugerencias.

154. En relación con dichos comentarios, cabe precisar que el numeral 2 del artículo 21 del RETA precisa que ellos deben estar referidos a la Propuesta Tarifaria del Ositrán y que los mismos no tienen carácter vinculante para el Regulador.

> ***Artículo 21.- Plazo para la recepción de comentarios a la propuesta de fijación o revisión tarifaria del Ositrán***
> *(…)*
> *21.2 Los comentarios o aportes escritos presentados por los interesados deben estar referidos a la propuesta tarifaria del Ositrán. Dichos comentarios o aportes no tienen carácter vinculante.*
>
> [Subrayado agregado.]

155. En el presente caso, el 23 de setiembre de 2022 en el marco de la Sesión Extraordinaria Virtual N° 74 del Consejo de Usuarios de Puertos, en la cual se presentó la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao, se recibieron comentarios relacionados al alcance del servicio analizado y la posibilidad de traslape con otros servicios que actualmente se brindan en el terminal portuario de parte de los miembros de dicho Consejo de Usuarios.

156. Por su parte, el 27 de setiembre de 2022, se llevó a cabo la Audiencia Pública y se presentó la Propuesta de Fijación Tarifaria de Ositrán a todos los interesados, escenario en el cual el Sr Juan Carlos León Siles de Asociación de Exportadores – ADEX planteó consultas sobre el procedimiento de fijación tarifaria, en particular, sobre la etapa en la que se evalúa que el alcance del servicio especial objeto de la fijación tarifaria no esté incluido dentro de otro servicio para el que ya exista una tarifa.

157. De otro lado, el 30 de setiembre de 2022 a través de la Carta N° 1167-2022 APMTC/LEG, el Concesionario presentó sus comentarios a la Propuesta Tarifaria del Regulador manifestando cuestionamientos al proceso de selección de la muestra o base comparable de servicios desarrollada en la Propuesta Tarifaria del Regulador y solicitando que se incluya en esta etapa del procedimiento nuevos tarifarios identificados en una revisión adicional realizada por APMT.

158. En resumen, la propuesta de fijación tarifaria del Regulador detallada en la sección VI del presente documento ha sido objeto de comentarios y aportes escritos en cuatro aspectos que se resumen en el siguiente cuadro:

Nro	Tema	Parte interesada	Comentario
1)	Alcance del Servicio Especial	- Juan Carlos León Siles - ADEX - Moisés Woll Aste- ASMARPE - Roberto de la Torre Aguayo – CONUDFI - Cinthya Morales Pastor - PERUCAMARAS	Ese servicio es similar al servicio de monitoreo de parámetros *reefer*
2)	Procedimiento y alcance del Servicio Especial	Juan Carlos León Siles - ADEX	Consulta sobre los servicios para los que se puede solicitar un procedimiento de fijación tarifaria, considerando que en los puertos se proporciona a los contendores *reefer* un servicio de "energía" que incluye servicios conexos
3)	Criterios de selección de la muestra	APMT	Cuestiona criterio de antigüedad de los tarifarios para la exclusión de terminales portuarios de la muestra o base comparable.
4)	Disponibilidad de la información	APMT	Solicita la inclusión de nuevos tarifarios identificados por el Concesionario.

159. A continuación, se analiza cada uno de los comentarios recibidos.

VII.1. Sobre el alcance del Servicio Especial

160. Durante el desarrollo de la Sesión Extraordinaria Virtual N° 74 del Consejo de Usuarios de Puertos realizada el 23 de setiembre de 2022, los miembros de dicho Consejo, señores Juan Carlos León Siles (representante de ADEX), Moisés Woll Aste (representante de ASMARPE), Roberto de la Torre Aguayo (representante de CONUDFI) y Cinthya Morales Pastor (representante de PERUCAMARAS) señalaron que el servicio Descarga y envío de información de parámetros de contenedor *reefer* objeto del procedimiento de fijación tarifaria es similar al servicio de monitoreo de parámetros *reefer* que brinda APMT y que ya tiene una tarifa establecida, por lo que a su criterio no debería crearse una tarifa nueva para un servicio que el Concesionario ya viene prestando.

161. Al respecto, es importante mencionar que, conforme consta en el Informe Conjunto Nº 072-2021-IC-OSITRAN de fecha 13 de mayo de 2021 que sustenta la Resolución de Consejo Directivo N° 0023-2021-CD-OSITRAN de fecha 20 de mayo de 2021, las Gerencias de Asesoría Jurídica, de Supervisión y Fiscalización y de Regulación y Estudios Económicos del Ositrán evaluaron si el servicio "Descarga y envío de información de parámetros de contenedor *reefer*" calificaba como un Servicio Nuevo o un servicio no previsto en el Contrato de Concesión, conforme se establece en la Cláusula 8.23 del referido Contrato.

162. Así, en dicha oportunidad se identificaron siete (7) servicios que APMT brinda a contenedores *reefer*, analizando sus alcances, naturaleza y características, concluyendo que las actividades comprendidas dentro del alcance del Servicio Propuesto por APMT no se encuentran incluidas dentro de las actividades listadas como parte del Servicio Estándar a la carga contenerizada, ni de ningún otro servicio que APMT está autorizado a brindar.

163. En particular, entre los párrafos 35 a 37 del mencionado Informe se compara al Servicio de Inspección y monitoreo *reefer* y el servicio de Descarga y envío de información de parámetros de contenedor *reefer*, concluyéndose que, si bien ambos servicios tienen como objetivo proveer información de un contenedor *reefer*, en realidad son servicios de naturaleza, operatividad y frecuencia distintas:

- El servicio de "Inspección y monitoreo *Reefer*" aplica para contenedores refrigerados llenos que se encuentran en plazo de almacenamiento en el Terminal (hasta el día 6 o hasta el día 10 en caso de transbordo) consiste en la verificación periódica del buen funcionamiento y de los valores de temperatura y otros parámetros que figuran en el *display* del contenedor, información que se reporta en tiempo real cada 8 horas a la línea naviera, así como el reporte de alarmas en caso de mal funcionamiento. Por su parte, el servicio de Descarga y envío de información de parámetros consiste en la descarga de información **histórica** de los parámetros almacenados en el computador del contenedor (puede alcanzar rangos de hasta 30, 60 o 90 días).

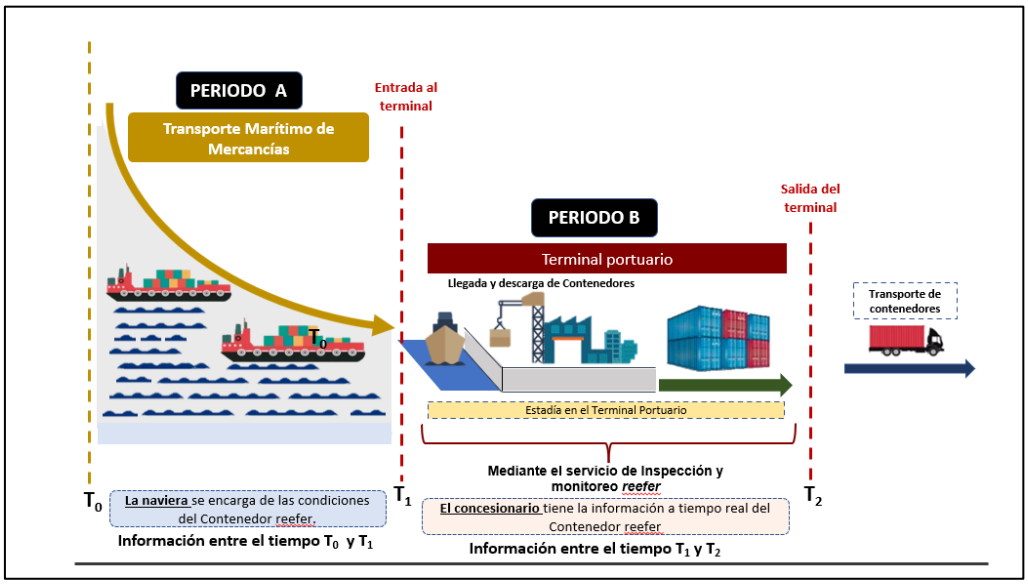
- Operativamente, el Servicio de Inspección y Monitoreo *Reefer* implica la verificación periódica de la temperatura y otros parámetros mientras el contenedor se encuentra en funcionamiento, siendo que el Servicio Descarga y envío de información de parámetros requiere que se apague el contenedor refrigerado para poder descargar en un USB la información registrada en el CPU del contenedor. Finalmente, el Servicio de *Inspección y Monitoreo Reefer* se realiza periódicamente cada determinado número de horas, a diferencia del Servicio Descarga y envío de información de parámetros que se realiza una vez por cada solicitud del cliente.

164. En atención a lo anterior, en el Informe mencionado se concluyó que, debido a las importantes diferencias identificadas, es posible afirmar que el Servicio Descarga y envío de información de parámetros no se encuentra dentro del alcance del servicio “Inspección y monitoreo *Reefer*”.

165. En ese sentido, el presente procedimiento de fijación tarifaria está centrado en fijar la tarifa para un servicio que no está dentro del alcance de ninguno de los servicios que actualmente se brinda en el Terminal Norte Multipropósito, sino que se trata de un servicio nuevo o no previsto en el Contrato de Concesión.

166. En el siguiente gráfico, se puede apreciar las diferencias existentes entre el servicio de Energía *Reefer* y el servicio para el que se va a fijar la tarifa. Así, mientras el servicio de Energía se brinda durante el tiempo graficado como periodo “B”, el cual corresponde al tiempo en el que el contenedor está en el terminal y la información provista por el Concesionario bajo ese servicio corresponde exclusivamente a lo que muestra el *display* durante ese mismo periodo, el servicio analizado incluye información anterior al periodo “B” sobre la información histórica de los parámetros que se han registrado durante el periodo “A” correspondiente al periodo de transporte de la mercancía únicamente si la línea naviera la solicita mientras el contenedor se encuentra en el terminal.

Gráfico N° 3



Elaboración: Gerencia de Regulación y Estudios Económicos

167. En virtud de lo expuesto precedentemente, **no se acepta el comentario.**

VII.2. Sobre el procedimiento y alcance del Servicio Especial

168. Durante el desarrollo de la Audiencia Pública convocada por Ositrán y realizada el 27 de setiembre de 2022, señor Juan Carlos León Siles indicó que quería consultar sobre los servicios para los que se puede solicitar un procedimiento de fijación tarifaria, considerando que en los puertos se proporciona a los contendores reefer un servicio de “Energía” que incluye “servicios conexos”, por lo que el servicio bajo análisis podría constituir una atomización del servicio general por el cual ya cobran los puertos.

169. En relación con la consulta formulada, cabe señalar que la Cláusula 8.23 del Contrato de Concesión establece el procedimiento que debe seguir el Concesionario cuando desee iniciar la prestación de cualquier Servicio Especial no previsto en el referido contrato.

"8.23. Del mismo modo, por la prestación de cada uno de los Servicios Especiales, la SOCIEDAD CONCESIONARIA cobrará un Precio o una Tarifa, según corresponda. Respecto de los Servicios Especiales con Tarifa, la SOCIEDAD CONCESIONARIA en ningún caso podrá cobrar Tarifas que superen los niveles máximos actualizados, de acuerdo al procedimiento establecido en el Contrato de Concesión, sobre la base de lo contenido en el Anexo 5.

***La SOCIEDAD CONCESIONARIA antes de iniciar la prestación de cualquier Servicio Especial no previsto en el presente Contrato de Concesión, o cuando se trate de servicios nuevos, tal como así están definidos en el Reglamento General de Tarifas de OSITRAN**, deberá presentar al INDECOPI con copia al REGULADOR su propuesta de Servicio Especial debidamente sustentada, a efectos que dicha entidad se pronuncie sobre las condiciones de competencia en los mercados que a la fecha de efectuada la referida solicitud no estén sometidos a régimen de regulación económica.*

A solicitud de INDECOPI, la SOCIEDAD CONCESIONARIA y el CONCEDENTE tendrán la obligación de presentar la información de la que dispongan, a efectos que INDECOPI realice el análisis de las condiciones de competencia. INDECOPI tendrá un plazo de setenta (70) Días Calendario para pronunciarse, contados a partir del Día siguiente de recibida la solicitud respectiva.

En el caso que INDECOPI se pronuncie señalando que no existen condiciones de competencia en el mercado en cuestión, OSITRAN iniciará el proceso de fijación o revisión tarifaria, según corresponda, de acuerdo con los procedimientos y normas establecidos en el Reglamento General de Tarifas (RETA), determinando la obligación de la SOCIEDAD CONCESIONARIA de brindar los referidos Servicios Especiales con Tarifa a todo Usuario que lo solicite, bajo los mismos términos condiciones.
(…)"

[Énfasis y subrayado agregados.]

170. Así, dicha cláusula indica que antes de iniciar la prestación de cualquier Servicio Especial no previsto en el Contrato de Concesión, o cuando se trate de servicios nuevos conforme a la definición del (RETA), el Concesionario presentará al Indecopi su propuesta de Servicio Especial debidamente sustentada, a efectos de que dicha entidad se pronuncie sobre las condiciones de competencia.

171. La mencionada cláusula también señala que, en caso el Indecopi se pronuncie señalando que no existen condiciones de competencia, el Ositrán iniciará el procedimiento de fijación o revisión tarifaria según corresponda, de acuerdo con los procedimientos y normas establecidos en el RETA.

172. En este punto, cabe señalar que conforme se indicó en los antecedentes del presente documento, a fin de dar atención a las solicitudes de Servicios Especiales presentadas por APMT en el marco de lo establecido en la Cláusula 8.23 del Contrato de Concesión, Ositrán e Indecopi han suscrito un Convenio de Cooperación Interinstitucional.

173. En virtud de dicho Convenio, una vez recibida una propuesta de Servicio Especial en copia, el Consejo Directivo del Ositrán se pronunciará respecto del alcance y naturaleza del servicio. En caso el Ositrán determine que el servicio propuesto por APMT califica como un Servicio Especial no previsto en el Contrato de Concesión o como un Servicio Nuevo, el Indecopi se pronunciará sobre la existencia de las condiciones de competencia. En caso contrario, en aplicación del mencionado Convenio, el Indecopi podrá pronunciarse, señalando que, en virtud de lo resuelto por el Regulador, no corresponde realizar el análisis de condiciones de competencia.

174. En el presente caso, se cumplió con el procedimiento previamente descrito a través de las siguientes actuaciones:

- A través de la Resolución de Consejo Directivo N° 0023-2021-CD-OSITRAN, sustentada con el Informe Conjunto Nº 072-2021-IC-OSITRAN (GRE-GSF-GAJ), el Consejo Directivo del Ositrán resolvió declarar que el servicio denominado "Descarga y envío de información de parámetros de contenedor *reefer"* propuesto por APMT califica como Servicio Especial no previsto en el Contrato de Concesión.

- Mediante Informe Técnico N° 043-2021-CLC/INDECOPI, el Indecopi se pronunció indicando que la prestación del servicio denominado "Descarga y envío de parámetros de contenedor *reefer"* solicitado por APMT no se brindaría en condiciones de competencia.

- Mediante Resolución N° 0008-2022-CD-OSITRAN, el Consejo Directivo de Ositrán dispuso el inicio del procedimiento de fijación tarifaria, a pedido de APMT, del Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*" a ser brindado en el Terminal Norte Multipropósito en el Terminal Portuario del Callao.

175. Por otro lado, conforme consta en el párrafo 34 del mencionado Informe Conjunto Nº 072-2021-IC-OSITRAN de fecha 13 de mayo de 2021, se indica que el Servicio de "Energía *reefer*" no tiene el mismo alcance que el Servicio Propuesto por APMT, por lo siguiente:

- El servicio de "Energía *Reefer*" <u>incluye únicamente el suministro de energía a contenedores que requieren refrigeración durante el plazo de almacenamiento hasta el día 6 inclusive o hasta el día 10 inclusive en caso de transbordo</u>. En tal sentido, este servicio se refiere exclusivamente a la provisión de energía para mantener refrigerada la carga contenedorizada a la que se le brinda el servicio de almacenamiento, es decir, a contenedores llenos *reefer* que serán (han sido) embarcados (descargados) a través del TNM. Por su parte, el Servicio Propuesto coincide con el anterior únicamente en que será proporcionado a los contenedores llenos *reefer*; sin embargo, son de naturaleza diferente. Así, mientras en el primer caso se suministra energía para mantener la refrigeración, en el segundo se descarga la información de la computadora del contenedor para remitirla electrónicamente a los usuarios. En tal sentido, queda claro que el Servicio Propuesto por el Concesionario no se encuentra dentro del alcance del servicio de "Energía *Reefer*".

176. En consecuencia, el servicio "Descarga y envío de información de parámetros de contenedor *reefer"* no constituye una atomización del servicio "Energía *reefer*", en la medida que se trata de dos servicios con alcance diferente.

VII.3. Sobre los criterios de selección de la muestra planteado por APMT

177. APMT alega que en la propuesta tarifaria del Regulador se excluye de la muestra dos puertos de Emiratos Árabes Unidos (Jebel Ali y Mina Rashid), Port Said (Egipto) y Hammad Port (Qatar) debido a que sus tarifarios datan de 2017 y 2020, por lo que no se ajustarían al criterio de tener una antigüedad no mayor al año previo al del procedimiento de fijación tarifaria". Es decir, dado que el procedimiento tarifario se viene realizando el año 2022, entonces sólo se toma en cuenta los tarifarios del año 2022 o 2021, descartándose los tarifarios de los años 2020 y 2017.

178. Sin embargo, APMT, considera que lo que es relevante para tomar como válido un Tarifario (y sus tarifas), sin importar su año de publicación, es que este tarifario sea el actualmente vigente (lo que significa que sus tarifas no son antiguas, sino que son las más recientes).

179. El Concesionario señala que en puertos de diversas regiones del mundo los ajustes tarifarios (y por ende las actualizaciones de los tarifarios) se realizan en un periodo de dos, tres, cuatro o más años; a diferencia de Perú que se realizan de forma anual. Así, pueden existir tarifarios que indiquen como fecha de inicio de vigencia el año 2017, pero que las tarifas han estado vigentes en 2018, 2019, 2020, 2021 y/o 2022, si no existe un tarifario actualizado en años posteriores (2018, 2019, 2020, 2021 o 2022), es porque las tarifas del Tarifario que inició

vigencia en 2017 aún siguen vigentes al 2022 y seguirán vigentes hasta la publicación de un Tarifario actualizado.

180. A criterio de APMT, en el caso del terminal portuario Suez Canal Container Terminal Port Said tiene un tarifario de abril de 2020, y al no existir otro tarifario se puede inferir que es el que está actualmente vigente, situación similar ocurre con Hamad Port (Qatar) cuyo tarifario fue emitido en 2016 y fue revisado (enmendado) en 2017 y luego en febrero de 2020 y no hay otro tarifario más actualizado.

181. En ese sentido, APMT solicita que se corrija el criterio de antigüedad y no se descarte de la muestra a los tarifarios Hamad Port, Port Said y Jebel Alí.

182. En relación con dicho comentario, es importante recordar que en el Informe N° 018-2022-IC-OSITRAN (GRE-GAJ) -que sustentó la Resolución N° 08-2022-CD-OSITRAN del 23 de marzo de 2022 mediante la cual se dispuso el inicio del procedimiento de fijación tarifaria- se indicó que en el presente caso la metodología más apropiada para determinar la tarifa era la de tarificación comparativa (*benchmarking*), metodología consistente en fijar la tarifa a partir de comparaciones de las tarifas de servicios similares en otros puertos nacionales y/o del extranjero. Asimismo, en dicho informe se advirtió que al aplicar dicha metodología resultaba necesario tener especial cuidado con cualquier aspecto (como el marco regulatorio, la base impositiva, entre otros) que pueda afectar la comparación y reducir la confiabilidad de los resultados obtenidos, lo cual se evaluaría al momento de establecer la base comparable.

183. En ese sentido, en la propuesta tarifaria se identificó información de servicios aparentemente similares de diversos puertos, sin embargo, a partir de la información presentada por el Concesionario y de la información públicamente disponible, se estableció la base comparable con dichos puertos cuya información permitía establecer con cierto grado de certeza, tanto el alcance del servicio considerado similar como la vigencia actual de las tarifas. Así, en los casos en los que la información de los puertos no permitía establecer con certeza el alcance del servicio y/o la vigencia de las tarifas, se remitieron comunicaciones a efectos de obtener mayores detalles. Dichas comunicaciones no fueron atendidas por lo que dichos puertos fueron excluidos de la base comparable con la finalidad de no reducir la confiabilidad de los resultados.

184. El Regulador coincide con lo señalado por el Concesionario en el sentido que, independientemente del año de publicación del tarifario, lo más relevante es que las tarifas se encuentren vigentes en la actualidad. En efecto, en el caso del Terminal Portuario APMT Bahrain, se identificó que su tarifario fue emitido el 2017; sin embargo, a partir de la revisión del mismo se identificó que incluía una descripción de que dicho documento había sido objeto de una revisión el 1 de agosto de 2021("*Last revisión/updated"*), generando cierto grado de certeza de que las tarifas consignadas puedan mantenerse vigentes en 2022, por lo que dicho terminal portuario fue incluido en la base comparable a partir de la cual se estimó la propuesta de tarifa

185. A diferencia de ello, en el caso de los Terminales portuarios Hamad Port, Jebel Alí y Port Said, la información revisada al momento de la elaboración de la propuesta tarifaria del Regulador no generaba certeza de consignar tarifas que se encuentren actualmente vigentes, debido a que sus tarifarios fueron emitidos en 2016 (revisado en 2017 y 2020), 2017 y 2020, respectivamente. A criterio del Ositrán el solo hecho de que dichos tarifarios se encuentren publicados en los portales web de los terminales portuarios no genera el mismo grado de certeza que los Tarifarios que consignan la fecha actual o que, siendo emitidos en años anteriores, contengan alguna indicación del periodo de vigencia o de una fecha de actualización no mayor al año previo al del procedimiento de fijación tarifaria.

186. En este punto, cabe mencionar que el Terminal Portuario Mina Rashid consignaba en su portal web un tarifario con un servicio (*Reefer data download/upload*) aparentemente similar al servicio materia de fijación tarifaria; sin embargo, de la revisión de información referida a las características del puerto, se identificó que dicho terminal portuario no atiende

contenedores. Por tanto, se puede inferir que el tarifario resultaba referencial y que el servicio no es brindado en ese terminal portuario. Así pues, el hecho de que un tarifario se encuentre publicado en la página web, por sí solo no genera un alto grado de certeza de su aplicación plena. En consecuencia, a criterio de este Regulador, no deben incluirse en la comparación terminales portuarios sobre los cuales no se tiene certeza si se encuentran vigentes en 2022, a fin de no reducir la confiablidad de los resultados.

187. En este caso, APMT ha presentado un nuevo tarifario para el Puerto Jebel Alí en el que se consigna de manera expresa que entró en vigencia el 15 de septiembre de 2022, el cual será incluido como información disponible y será objeto de análisis de servicios comparables y exclusión de valores extremos.

188. Sin embargo, en virtud de lo expuesto, en el caso de los Terminales Portuarios Hamad Port y Port Said se mantendrá la exclusión de la base comparable debido a que el Concesionario se ha limitado a señalar que tal vigencia resultaría probable o inferible en ausencia de un tarifario más actualizado y no ha proporcionado información nueva que aporte mayor grado de certeza de que dichas tarifas se encuentran actualmente vigentes.

189. En virtud de lo expuesto, **se acepta parcialmente el comentario.**

VII.4. Sobre la inclusión de nuevos tarifarios identificados por APMT

190. En su Carta N° 1167-2022 APMTC/LEG remitida el 30 de setiembre de 2022, APMT indica que luego de hacer una revisión adicional de instalaciones portuarias, halló otros puertos que brindan servicios con el mismo alcance del servicio bajo análisis.

191. Los puertos o terminales portuarios cuyos tarifarios ha identificado APMT y que ha remitido adjuntos a su carta antes mencionada son:

- Puerto de Koper (en Eslovenia),
- Kao Ming Container Terminal (KMCT, ubicado en el puerto de Kaohsiung, en Taiwán)
- DPW Luanda (Puerto de Luanda, ubicado en Angola).

192. Al respecto, este Regulador incluirá los tarifarios remitidos por APMT como parte de la información disponible, precisando que los mismos serán objeto de un análisis similar al realizado en la propuesta tarifaria, es decir, se evaluará si se trata de servicios comparables y se aplicarán las técnicas estadísticas de exclusión de valores extremos.

193. En ese sentido, **se acepta el comentario** y, a continuación, se desarrolla el proceso de determinación tarifaria tomando en cuenta la nueva información remitida por APMT.

VIII. FIJACIÓN TARIFARIA

194. A partir del análisis de los comentarios presentado en la sección anterior, se ha aceptado el comentario de APMT de incluir información de tarifarios de terminales portuarios que presentarían servicios similares al servicio analizado en el presente procedimiento. Dicha información corresponde a tarifarios recientemente actualizados (en el caso del puerto de Jebel Alí) o recientemente identificados por el Concesionario y remitidos adjuntos a su Carta N° 1167 -2022 APMTC/LEG remitida el 30 de setiembre de 2022 (como es el caso del Puerto de Koper, Puerto de Kaohsiung y Puerto de Luanda).

195. La incorporación de dichos nuevos tarifarios a la base de información disponible modifica el análisis realizado en la Propuesta Tarifaria de Ositrán, específicamente en los acápites referidos a la Elección de la Muestra, Base comparable y Tarifa propuesta, aspectos que volverán a analizarse a continuación y que permitirán obtener como resultado la tarifa final que se recomendará al Consejo Directivo para que sea aplicada por APMT al proveer el Servicio Especial “Descarga y envío de información de parámetros de contenedor *reefer*” en el Terminal Norte Multipropósito del Terminal Portuario del Callao.

VIII.1. Elección de la muestra de terminales portuarios a ser utilizados en el *benchmarking*

196. Como se señaló anteriormente, el primer paso para aplicar la metodología de tarificación comparativa es seleccionar una muestra representativa de tarifas cobradas por servicios similares al servicio bajo análisis, para ello deben tenerse en consideración tres aspectos: (a) disponibilidad de información, (b) servicios comparables y (c) exclusión de valores extremos.

a) Disponibilidad de información

197. En esta etapa del procedimiento tarifario, se cuenta con información de 18 terminales portuarios. Algunos de ellos fueron presentados por APMT en su solicitud de fijación tarifaria[36], uno fue identificado por el Regulador y los demás fueron remitidos por el Concesionario como parte de sus comentarios a la Propuesta Tarifaria de Ositrán. En el siguiente cuadro se presenta la relación dichos terminales portuarios:

Cuadro N° 14
Terminales portuarios que ofrecen un servicio de características similares al servicio "Descarga y envío de información de parámetros de contenedor *reefer*"[37]

País		Puerto/Terminal Portuario	Brinda el servicio
Baréin	1	Bahrain Port	√
Egipto	2	Port Sokhna	√
	3	Port Saíd	√
Emiratos Árabes Unidos	4	Port of Mina Rashid	√
	5	Port of Jebel Ali	√
Italia	6	Porto di Ravenna	√
Italia	7	Porto di La Spezia	√
Malasia	8	Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	√
Marruecos	9	Tangier Med	√
Omán	10	Port Salalah	√
Perú	11	TP Paita	√
	12	TP Muelle Sur – Callao	√
Qatar	13	Hammad Port	√
Reino Unido	14	Puerto de Londres	√
Estados Unidos	15	Mobile Port*	√
Eslovenia	16	Port Koper	√
Angola	17	Port of Luanda	√
Taiwan	18	Port of Kaohsiung	√

* Se evalúan dos servicios que podrían presentar características similares a las del servicio materia de análisis.
Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

b) Servicios comparables

198. Luego de verificar que en los puertos listados anteriormente se brindan servicios de características similares al servicio bajo análisis, sobre la base de la información pública

[36] Remitida mediante Carta N° 0035-2022-APMTC/LEG, recibida el 19 de enero de 2022.

[37] Los tarifarios se muestran en el Anexo Nº 5 del presente documento.

disponible, se procedió a verificar en detalle las características y condiciones bajo las cuales se presta el servicio. Para ello se revisaron los tarifarios y manuales de descripción de servicios que se encuentran publicados en las páginas web de cada terminal portuario.

199. A partir de dicha revisión, se identificó que, en algunos terminales portuarios, la información se encuentra incompleta, desfasada o no se consigna el detalle del alcance del servicio. Por ello, con el fin de contar con información completa, con fechas 09 junio, 10 de junio, 25 de julio y 14 de octubre de 2022 se procedió a realizar consultas vía correo electrónico a los puertos Port of Mina Rashid, Port of Jebel Ali, Porto di Ravenna, APMT Mobile, Porto di La Spezia y Port of Kaohsiung. Sin embargo, a la fecha de elaboración del presente documento, no se ha recibido respuestas a las consultas realizadas.

200. Como se señaló en la sección VI, de acuerdo con la información consignada en el tarifario de Mobile Port en Estados Unidos, se aprecia que dicho terminal portuario brinda dos servicios que, de acuerdo con la propuesta tarifaria del Concesionario, tendrían un alcance similar al servicio "Descarga y envío de información de parámetros de contenedor *reefer"*, estos son: (i) *Electronic temperature downloading rate per download* (por el cual cobra un precio de USD 92,00) y (ii) *Down load Data Logger* (cuyo precio asciende a USD 41,01); sin embargo, no se cuenta con una descripción exacta del alcance de dichos servicios.

201. Ositrán se reafirma con lo expuesto en su Propuesta Tarifaria (sección VI) en referencia a que incluso en caso se aceptara la inferencia del Concesionario de que con uno de los servicios se atendería una solicitud para el historial de temperatura y con el otro servicio el historial de los otros parámetros, ninguno de los dos servicios tendría el mismo alcance del servicio objeto de la fijación tarifaria que consiste en la descarga de información del contenedor *reefer* referida, entre otros, a la fecha y hora de encendido de alarmas, apagados y encendidos del contenedor, controles previos al viaje realizado (PTI realizados), temperaturas (Sección III); por tanto, ninguno de los servicios brindados en el terminal portuario *Mobile Port* tendrían el mismo alcance que el servicio propuesto sino solo parte del mismo[38].

202. En el caso del Port of Kaohsiung ubicado en Taiwan y operado por Kao Ming Container Terminal, de acuerdo con la información de su portal en internet se ha identificado que, si bien cuenta con un tarifario vigente desde julio de 2022[39] que consigna el servicio denominado "*Reefer data download*", la descripción de dicho servicio es precisa en señalar que su alcance está limitado a proveer información sobre el registro de la temperatura del contenedor[40]. En efecto, en dicho tarifario se indica la siguiente descripción *"It will be charged for downloading temperature data record of reefer",* por lo que se trata de un servicio más limitado que el servicio objeto de la fijación tarifaria que de acuerdo con lo indicado en la sección III consiste en la descarga de la información histórica de la temperatura además de la fecha y hora de encendido de alarmas, apagado y encendido del contenedor, controles previos al viaje realizado (PTI realizados) y otros parámetros de información del contenedor *reefer.*

203. Por lo tanto, se ha descartado la información correspondiente al servicio prestados por el terminal portuario *Mobile Port* en Estados Unidos y Port of Kaohsiung en Taiwan debido a

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[38] Sin perjuicio de lo expuesto, cabe precisar que el tarifario del terminal portuario Mobile establece que la tarifa del servicio "*Down load Data Logger"* se establece como el 50% del valor de una hora de trabajo, por lo cual, la determinación de la unidad de cobro es diferente a la de los servicios regulados en Perú.

[39] Tarifario disponible en https://www.kmct.com.tw/en/e-services-6.php (última revisión 20.10.2022).

[40] Cabe indicar que con la finalidad de contar con mayor detalle en relación con el alncae del servicio "*Reefer data download*" se remitió un correo electrónico a Kao Ming Container Terminal, requiriéndoles que expliquen si a través de dicho servicio las líneas navieras pueden solicitar información de otros parámetros distintos a la temperatura. En el Anexo Nº 4 se muestran la comunicación remitida. Dicha solicitud de información no ha sido atendida hasta la fecha de elaboración del presente informe.

que la información disponible no permite verificar que los servicios brindados en dichos terminales portuarios tengan un alcance similar al servicio a tarifar.

204. Adicionalmente, con relación al servicio prestado en el terminal portuario "*Port of Mina Rashid*" conforme la información publicada en su página web[41] se pudo observar que si bien su tarifario, consignaba que el precio cobrado por el servicio "*Reefer Data Download/Upload*" es de 105 AED por contenedor[42], de la información disponible sobre las características del puerto se advirtió que dicho puerto no moviliza contenedores, tal como ha sido reconocido por el Concesionario en su carta de comentarios a la Propuesta tarifaria de Ositrán, por lo tanto, la información de dicho puerto también será descartada.

205. Asimismo, en línea con lo descrito en la sección anterior, en atención al comentario de APMT sobre los criterios del Regulador para descartar información de tarifarios de 2020 también se descartará la información referida a los terminales portuarios Port Saíd y Hammad Port, que consignaban tarifas de USD 15 y 150 QAR[43].

206. Finalmente, Como se señaló en la Propuesta Tarifaria de Ositrán también se descartó la información correspondiente al servicio prestado en el Puerto de Londres, ello en la medida que su tarifario vigente para el 2022, establece que el servicio denominado *"Reefer Temperature History Request (by written request only)"*, presenta como valor de tarifa la denominación POA, lo cual implica que el cobro por la prestación del servicio se determina bajo acuerdo y bajo solicitud escrita. En consecuencia, al no contar con un precio comparable con el servicio materia de análisis, corresponde eliminarlo de la muestra para la tarificación comparativa.

207. En resumen, a partir de una revisión más detallada de la información disponible, se ha descartado como servicios comparables la información de los puertos de Mobile (EEUU), Kaohsiung (Taiwan), Mina Rashid (Emiratos Árabes Unidos), Port Said (Egipto), Hamad Port (Qatar) y Londres (Reino Unido)

208. Considerando lo descrito previamente, la muestra de terminales portuarios que ofrecen servicios comparables al que ofertará el Concesionario quedó compuesta por los siguientes terminales portuarios:

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41 https://www.dpworld.com/uae/-/media/project/dpwg/dpwg-tenant/mea/uae/media-files/dpw_jatariff2017editionv1.pdf?rev=cd8de2db0a4642d7a47f6f84b45835dd, revisada por última vez el 20 de octubre de 2022.

42 AED es la sigla de la moneda dírham emiratí, utilizada en los Emiratos Árabes Unidos.

43 QAR es la sigla de la moneda Riyal Qatarí, utilizada en Qatar.

Cuadro N° 15
Terminales portuarios que ofrecen servicios comparables
al Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*"

País		Puerto/Terminal Portuario	Tarifa USD/Contenedor
Perú	1.	TP Paita	10,00
	2.	TP Callao	15,00
Egipto	3.	Port Sokhna	10,00
Italia	4.	Porto di Ravenna	39,58
	5.	Porto di La Spezia	61,21
Emiratos Arabes Unidos	6.	Port of Jebel Ali	28.59
Malasia	7.	Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	9,94
Eslovenia	8.	Port Kooper	50,12
Angola	9.	Port of Luanda	100,00
Omán	10.	Port Salalah	21,00
Baréin	11.	Bahrain Port	23,87
Marruecos	12.	Tangier Med	32,99

Fuente: Tarifarios obtenidos de las páginas en internet de los terminales portuarios

209. Al respecto, tal como precisó en la Propuesta Tarifaria del Ositrán, para el caso de los terminales portuarios cuyos tarifarios consignan precios en monedas diferentes al dólar estadounidense, se utilizó el tipo de cambio promedio de los últimos 12 meses (agosto 2021-julio de 2022).

210. En ese marco, para el caso del Bahrain Port, cuyos precios se encuentran expresados en Dinar Bareiní (BHD), se utilizó el tipo de cambio de 2,65 USD/BHD; para los terminales APMT Tangier; Container Ravenna, La Spezia Container y Port of Koper que cotizan sus servicios en Euros, se utilizó el tipo de cambio de 1,11 USD/EUR y para el terminal de Pelabuhan Tanjung Pelepas, en el que se utiliza el Ringgit malayo, se utilizó el tipo de cambio de 0,24 USD/RM.

c) Exclusión de valores extremos

211. El tercer criterio utilizado como parte de la metodología de tarificación comparativa para seleccionar la muestra es la excluir los *outliers,* es decir, valores extremos que podían generar distorsiones por factores no observados y sesgar los resultados que se obtengan al promediar las tarifas de los terminales portuarios de la muestra.

212. En el presente caso, a la nueva muestra de servicios comparables se aplicará también las tres técnicas estadísticas utilizada en la propuesta tarifaria de Ositrán.

- Test de Tukey
- Criterio de Peirce
- Criterio de Chauvenet

213. A continuación, se presentan los resultados obtenidos al aplicar cada uno de los test mencionados.

- **<u>Test de Tukey</u>**

214. De acuerdo con lo señalado previamente, para la implementación del Test de Tukey o Recorrido Intercuartílico solo es necesario calcular un límite inferior y un límite superior para la distribución (bigotes), siendo extremos aquellos valores que sobrepasan dichos límites (fuera de los bigotes). Los límites vienen dados por:

$$Lim_{inf} = Q_1 - 1{,}5(IQR)$$
$$Lim_{sup} = Q_3 + 1{,}5(IQR)$$

Donde:

Q_1 = primer cuartil de la distribución
Q_3 = tercer cuartil de la distribución
IQR = rango intercuartílico (diferencia entre el tercer y primer cuartiles)
Lim_{inf} = límite inferior
Lim_{sup} = límite superior

215. Para las tarifas presentadas en el Cuadro N° 15, se calculó el primer cuartil de la muestra, que es igual a USD 13,75 y el tercer cuartil que es igual a USD 42,21; con lo cual, el rango intercuartílico asciende a USD 28,46. En consecuencia, los límites inferior y superior para la muestra son USD -28,94 y USD 84,91, respectivamente.

Cuadro N° 16
Test de Tukey o rango intercuartílico – primera aplicación

Q_1 (1)	Q_3 (2)	IQR (3)=(2)-(1)	Lim_{inf} (4)=(1)-1,5*(3)	Lim_{sup} (5)=(2)+1,5*(3)
13,75	42,21	28,46	-28,94	84,91

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

216. Debido a que la tarifa del Terminal Portuario de Luanda (USD 100,00) supera el límite superior (USD 84,91), esta tarifa es considerada como un valor extremo según el test de Tukey (ver Cuadro N° 16).

217. No obstante, tal como se explicó previamente, cuando existen varias observaciones atípicas, es necesario ser cuidadosos con la aplicación de las pruebas para identificar valores atípicos, debido a que es posible que se presente el fenómeno denominado "enmascaramiento", el cual se produce cuando un conjunto de observaciones atípicas sesga la media y la covarianza estimadas hacia el conjunto de observaciones atípicas, de manera que la distancia resultante entre el posible valor atípico y la media es pequeña. Para asegurarnos que no estamos frente a un fenómeno de enmascaramiento, puede eliminarse el primer valor atípico y verificar si la segunda observación constituye también un valor atípico.

218. En tal sentido, de ser el caso, se repite recursivamente el procedimiento anterior, eliminando en cada oportunidad las observaciones que estén fuera de los rangos limites respectivo. A continuación, se muestra el resultado del test realizado una vez eliminada la tarifa del Terminal Portuario de Luanda.

Cuadro N° 17
Test de Tukey o rango intercuartílico – segunda aplicación

Q_1 (1)	Q_3 (2)	IQR (3)=(2)-(1)	Lim_{inf} (4)=(1)-1,5*(3)	Lim_{sup} (5)=(2)+1,5*(3)
12,50	36,28	23,78	-23,18	71,96

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

219. De los datos expuestos en el Cuadro N° 17, se observa que ninguna de las tarifas constituye un valor extremo según el criterio de Tukey.

220. Por tanto, con este método estadístico, corresponde excluir de la base o muestra final únicamente al Terminal Portuario de Luanda.

- **<u>Criterio de Peirce</u>**

221. Como se señaló en la sección VI del presente documento, el criterio de Peirce propone determinar el límite de error más allá del cual todas las observaciones que impliquen un error tan grande pueden ser rechazadas, considerando estadísticos tales como la media aritmética ($\bar{X}$) y la desviación estándar (σ) de la muestra.

222. Para la muestra de tarifas presentada en el Cuadro N° 15, la media aritmética ($\bar{X}$) y la desviación estándar (σ) de la muestra, presentan valores de USD 33,53 y USD 25,46, respectivamente.

223. Respecto al factor "R", en el caso bajo análisis, el número de observaciones en la muestra es igual a 12 y se presume la existencia de un *outlier*; de manera que la máxima desviación admisible como el producto entre la desviación estándar de la muestra y el estadístico "R" es:

$$|x_i - \bar{X}|_{max} = \sigma * R = 50{,}13$$

224. Luego se calcula el valor absoluto de la diferencia entre el primer valor que se sospecha atípico (tarifa del Terminal Portuario de Luanda) y la media de la muestra:

$$|x_i - \bar{X}| = |100{,}00 - 33{,}53| = 66{,}47$$

225. Posteriormente, se compara el resultado anterior con la máxima desviación disponible. Dado que el valor absoluto de la diferencia entre la tarifa del Terminal Portuario de Luanda y la media de la muestra es mayor que la máxima desviación admisible (USD 50,13), se elimina esta observación (ver Cuadro N° 18).

Cuadro N° 18
Test de Peirce con una observación atípica – primera aplicación (base 12)

Media	33,53
Desviación estándar (σ)	25,46
R (n=12, atípicos=1)	1,97
Máxima desviación admisible	50,13
Terminal Portuario de Luanda (100,00 USD) - Media	16,60

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

226. Con los supuestos anteriores no se encuentra otro posible valor de eliminación, por tanto, con el propósito de comprobar la eliminación del punto sospechoso se realizó la prueba asumiendo dos posibles muestras dudosas.

227. Asumiendo la existencia de dos valores atípicos, el valor de R es igual a 1,663 y la máxima desviación admisible es USD 42,34. Se verifica que se sigue rechazando la observación del Terminal Portuario de Luanda pues su desviación (USD 66,47) es mayor que la máxima desviación admisible (USD 42,34); asimismo, no se identifica ningún otro posible valor atípico. Por lo tanto, la tarifa del Terminal Portuario de Luanda es considerada como un valor extremo y se procede a eliminarlo de la muestra.

228. Según propone el Criterio de Peirce, una vez eliminado el valor extremo, se debe repetir el procedimiento con la muestra restante. En ese sentido, los siguientes cuadros muestran los valores a ser utilizados para comprobar la existencia otro posible dato atípico.

Cuadro N° 19
Test de Peirce con una observación atípica – primera aplicación (base 11)

Media	27,48
Desviación estándar (σ)	16,40
R (n=11 , atípicos=1)	1,93
Máxima desviación admisible	31,57
La Spezia Container Terminal (61,21 USD) - Media	33,73

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

229. El Cuadro N° 19 muestra que La Spezia Container Terminal (cuya tarifa es de USD 61,21 por contenedor) supera el rango máximo permitido; por tanto, se realizará la prueba asumiendo la existencia de dos posibles valores extremos.

Cuadro N° 20
Test de Peirce con una observación atípica – segunda aplicación (base 11)

Media	27,48
Desviación estándar (σ)	16,40
R (n=11 , atípicos=2)	1,62
Máxima desviación admisible	26,55
La Spezia Container Terminal (61,21 USD) - Media	33,73

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

230. Asumiendo la existencia de dos valores atípicos, no se agrega ninguna otra posible muestra atípica. Por lo tanto, la tarifa de La Spezia Container Terminal es considerada como un valor extremo y se procede a eliminarlo de la muestra, asimismo, con la muestra restante se procede a realizar el mismo procedimiento y verificar la existencia de otros posibles valores atípicos.

Cuadro N° 21
Test de Peirce con una observación atípica – primera aplicación (base 10)

Media	24,11
Desviación estándar (σ)	13,06
R (n=10 , atípicos=1)	1,88
Máxima desviación admisible	24,53
Port Koper (50,12 USD) - Media	26,02

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

Cuadro N° 22
Test de Peirce con una observación atípica – segunda aplicación (base 10)

Media	24,11
Desviación estándar (σ)	13,06
R (n=10 , atípicos=2)	1,57
Máxima desviación admisible	20,51
Port Koper (50,12 USD) - Media	26,02

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

231. Se observa que para el caso de Port Koper (cuya tarifa es de USD 50,12 por contenedor), también supera el rango máximo permitido, con lo cual la tarifa se considera un valor extremo y se procede a eliminarla de la muestra.

232. Finalmente, considerando la base de los nueve puertos restantes, el Cuadro N° 15 muestra que Porto di Ravenna (cuya tarifa es de USD 39,58 por contenedor) no supera el rango máximo permitido. Por tanto, puede verificarse que, tras la realización del último procedimiento, la aplicación del criterio de Peirce no identifica ninguna otra observación extrema.

Cuadro N° 23
Test de Peirce con una observación atípica – primera aplicación (base 9)

Media	21,22
Desviación estándar (σ)	10,30
R (n=9, atípicos=1)	1,82
Máxima desviación admisible	18,79
Terminal Container Ravenna (39,58 USD) - Media	18,36

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

233. En el siguiente cuadro se muestra la base final resultante de la aplicación del criterio de Peirce.

Cuadro N° 24
Muestra de Terminales portuarios después de aplicar el Criterio de Peirce

País	Puerto/Terminal Portuario	Tarifa USD/Contenedor
Perú	TP Paita	10,00
	TP Callao	15,00
Egipto	Port Sokhna	10,00
Italia	Porto di Ravenna	39,58
Malasia	Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	9,94
Omán	Port Salalah	21,00
Emiratos Arabes Unidos	Port of Jebel Ali	28,59
Baréin	Bahrain Port	23,87
Marruecos	Tangier Med	32,99

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

- **<u>Criterio de Chauvenet</u>**

234. De acuerdo con este test, para determinar si una observación constituye o no un valor extremo o *outlier*, es necesario en primer lugar calcular un valor estadístico (VE) sobre la base de información de la muestra. Si el valor estadístico (VE) resulta menor que 0,5 (50%) entonces se puede decir que el valor "n_i" es un valor atípico o *outlier*.

$$VE = \eta * \left\{1 - P\left[\frac{(n_i - \bar{X})}{\sigma}\right]\right\}$$

Donde:
η = número de observaciones de la muestra
P= probabilidad de ocurrencia del número de desviaciones estándar, según la tabla de distribución normal[44]
n_i = valor de la observación que se sospecha es un *outlier*
$\bar{X}$ = media aritmética de la muestra

[44] En el Anexo Nº1 se presenta la tabla estadística de probabilidades de una distribución normal para el test de Chauvenet.

σ = desviación estándar de la muestra

235. Para el presente caso, considerando la base de datos presentada en el Cuadro N° 15, se calculó la media aritmética ($\bar{X}$) y la desviación estándar (σ) de la muestra. Sobre la base de esa información, se determinó el valor estadístico correspondiente al Terminal Portuario de Luanda.

Cuadro N° 25
Primera aplicación del Test de Chauvenet

Número de Observaciones	12,00
Posible *Outlier:* Terminal Portuario de Luanda	100,0
Media	33,53
Desviación Estándar	25,46
Probabilidad	99,55%
Valor Estadístico	10,80%

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

236. Al respecto, se puede observar que el valor estadístico (VE) resultante de la evaluación de la tarifa del Terminal Portuario de Luanda no supera el 50%, por lo que este debe ser considerando un *outlier*.

237. Similar a los casos anteriores, con el objeto de verificar que en la base de datos analizada no se presente el fenómeno de enmascaramiento, se debe repetir recursivamente el procedimiento previo, eliminando en cada caso las observaciones que presenten un valor estadístico menor al 50%. A continuación, se muestran el test realizado sin considerar al Terminal Portuario de Luanda y suponiendo como posible valor atípico a La Spezia Container Terminal.

Cuadro N° 26
Segunda aplicación del Test de Chauvenet

Número de Observaciones	11,00
Posible *Outlier:* La Spezia Container Terminal	61,2
Media	27,48
Desviación Estándar	16,40
Probabilidad	98,03%
Valor Estadístico	43,34%

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

238. Según se observa en el Cuadro Nº 26, el valor estadístico (VE) resultante de la evaluación de la tarifa no supera el 50%, por lo que la tarifa de La Spezia Container Terminal debe ser considerada un *outlier*.

239. Por otro lado, el siguiente cuadro muestra el análisis de Port Koper como posible valor extremo.

Cuadro N° 27
Tercera aplicación del Test de Chauvenet

Número de Observaciones	10,00
Posible *Outlier:* Port Koper	50,1
Media	24,11
Desviación Estándar	13,06
Probabilidad	97,67%
Valor Estadístico	46,60%

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

240. Al respecto, similar a los casos anteriores, el valor estadístico (VE) resultante de la evaluación de la tarifa no supera el 50%, por lo que la tarifa cobrada por Port Koper debe ser considerada un *outlier*.

241. Para el caso del Terminal Container Ravenna, los resultados muestran que el valor estadístico (VE) supera el 50%, por lo cual la tarifa cobrada por este puerto no constituye un valor extremo.

Cuadro N° 28
Cuarta aplicación del Test de Chauvenet

Número de Observaciones	9,00
Posible *Outlier:* Terminal Container Ravenna	39,6
Media	21,22
Desviación Estándar	10,30

Probabilidad	96,25%
Valor Estadístico	67,50%

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

242. Sobre la base de lo expuesto, el siguiente cuadro se muestra la base final resultante de la aplicación del criterio de Chauvenet.

Cuadro N° 29
Muestra de Terminales portuarios después de aplicar el Criterio de Chauvenet

País	Puerto/Terminal Portuario	Tarifa USD/Contenedor
Perú	TP Paita	10,00
	TP Callao	15,00
Egipto	Port Sokhna	10,00
Italia	Porto di Ravenna	39,58
Malasia	Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	9,94
Omán	Port Salalah	21,00
Emiratos Arabes Unidos	Port of Jebel Ali	28,59
Baréin	Bahrain Port	23,87
Marruecos	Tangier Med	32,99

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

243. Es importante precisar que la evaluación también se realizó considerando como posible valor atípico el extremo de menor tarifa, siendo para el presente caso la tarifa correspondiente al terminal Pelabuhan Tanjung Pelepas. El resultado arrojó como valor estadístico 422,88%, por tanto, no existen valores extremos inferiores que deban ser eliminados de la muestra.

244. Finalmente, de la aplicación de los tres métodos estadísticos, se encuentra que el Test de Tukey identifica un solo valor extremo, mientras que los Test de Peirce y Chauvenet identifican tres (3) valores extremos, arrojando una muestra de nueve (9) terminales portuarios. Por tanto, considerando que existen dos test que presentan resultados similares, se considerará como muestra final los nueve (9) terminales resultados de la evaluación del Test de Peirce y Chauvenet.

VIII.2. Muestra final para la aplicación del *benchmarking*

245. Los terminales portuarios seleccionados para establecer la tarifa del servicio bajo análisis fueron aquellos que cumplieron simultáneamente con los criterios de disponibilidad de información, servicios comparables y exclusión de valores extremos. La muestra seleccionada considera las tarifas de los nueve terminales portuarios mostrados en el Cuadro N° 30.

Cuadro N° 30
Muestra final de terminales portuarios y puertos utilizada en el *benchmarking*

País	Puerto/Terminal Portuario	Tarifa USD/Contenedor
Perú	1. TP Paita	10,00
	2. TP Callao	15,00
Egipto	3. Port Sokhna	10,00
Italia	4. Porto di Ravenna	39,58
Malasia	5. Pelabuhan Tanjung Pelepas Sdn Bhd (PTP)	9,94
Omán	6. Port Salalah	21,00
Emiratos Arabes Unidos	7. Port of Jebel Ali	28,59
Baréin	8. Bahrain Port	23,87
Marruecos	9. Tangier Med	32,99
Promedio		**21,22**

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

VIII.3. Determinación de la Tarifa del Servicio Especial

246. A partir del promedio de los valores de la muestra de puertos antes presentada, se concluye que la tarifa que corresponde que APMT aplique para la prestación del Servicio Especial de "Descarga y envío de información de parámetros de contenedor *reefer"* en el Terminal Norte Multipropósito del Terminal Portuario del Callao asciende a USD 21,22 por contenedor.

247. De conformidad con lo explicado previamente en este informe, esta tarifa propuesta será aplicable a las líneas navieras o sus representantes que soliciten el servicio, correspondiendo al Concesionario implementar el mecanismo que deje constancia de la solicitud por parte de los Usuarios.

IX. REVISIÓN DE LAS TARIFAS DE LOS SERVICIOS ESPECIALES

248. Respecto a la revisión de las tarifas de los Servicios Especiales, la Cláusula 8.25 del Contrato de Concesión establece lo siguiente:

> *"8.25. A partir del quinto año contado desde el inicio de la Explotación, el REGULADOR realizará la primera revisión de las Tarifas, aplicando el mecanismo regulatorio "RPI – X", establecido en el Reglamento de tarifas del OSITRAN tanto para los servicios Estándar como para los Servicios Especiales con Tarifa.*
> *(…)*
>
> *Las siguientes revisiones de las tarifas máximas se realizarán cada cinco (5) años, aplicando el mecanismo antes descrito.*
> *(…)*
>
> *Adicionalmente, cada año, se realizará la actualización tarifaria correspondiente en función al RPI de los últimos doce (12) meses disponibles y el factor de productividad (X) estimado por el*

REGULADOR para dicho quinquenio. Para los primeros cinco (5) años contados desde el inicio de la Explotación, el factor de productividad (X), será cero (0).
(…)"

249. El Servicio Especial de "Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao*"* se enmarca en los denominados Servicios Especiales con Tarifa, cuya fijación es objeto del presente procedimiento. A partir de lo señalado en el numeral anterior, se concluye que las tarifas determinadas en el presente procedimiento serán las tarifas máximas que podrá cobrar el Concesionario y que serán revisadas, aplicando el mecanismo regulatorio "RPI – X", cada cinco años.

250. Asimismo, el contrato de concesión establece que, cada año, las tarifas deberán actualizarse o reajustarse por el factor RPI – X; es decir, después de 12 meses de vigencia de las tarifas, estas deberán reajustarse en función a la información del RPI de los últimos 12 meses disponibles y al factor de productividad (X) determinado por el Regulador.

251. En tal sentido, considerando que se trata de un servicio demandado por las líneas navieras, corresponde que el presente servicio sea incluido en la Canasta de Servicios Especiales en función a la nave establecida mediante Resolución de Consejo Directivo N° 0024-2021-CD-OSITRAN de fecha 09 de junio de 2021.

252. El inicio de la explotación del Terminal Norte Multipropósito en el Terminal Portuario del Callao fue en el mes de julio del año 2011, por consiguiente, los reajustes tarifarios por el factor RPI – X deberán aplicarse los meses de julio de cada año de la Concesión (después de 12 meses de vigencia de las tarifas), sobre la base de la información de los últimos doce (12) meses disponibles a julio de cada año.

X. CONCLUSIONES

253. Mediante la Resolución del Consejo Directivo N° 008-2022-CD-OSITRAN, se dispuso el inicio del procedimiento de fijación tarifaria del Servicio Especial de "Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao", solicitado por APMT.

254. Ositrán ha cumplido con el procedimiento establecido en el RETA para la fijación tarifaria del del Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*". Así, mediante Resolución N° 0035-2022-CD-OSITRAN, el Consejo Directivo del Ositrán aprobó la "Propuesta de Fijación Tarifaria del Servicio Especial Descarga y envío de información de parámetros de contenedor *reefer* en el Terminal Norte Multipropósito del Terminal Portuario del Callao", la cual fue publicada en el diario oficial El Peruano y en el portal web del Regulador, así como expuesta en audiencia pública a los interesados.

255. Al respecto, tanto el Concesionario como los Usuarios formularon comentarios y aportes sobre la propuesta tarifaria antes mencionada. A partir del análisis de los comentarios se incluyeron nuevos tarifarios identificados por APMT, por lo que con esa información ampliada se replicó el esquema de análisis desarrollado en la referida propuesta tarifaria.

256. De este modo, de acuerdo con el análisis efectuado en esta etapa del procedimiento, utilizando la metodología de tarificación comparativa o *benchmarking* y considerando los criterios de disponibilidad de información, servicios comparables y exclusión de valores extremos, se ha determinado que la tarifa máxima que corresponde aplicar al servicio "Descarga y envío de información de parámetros de contenedor *reefer*" en el Terminal Norte Multipropósito del Terminal Portuario del Callao es:

Tarifa para el Servicio Especial
"Descarga y envío de información de parámetros de contenedor *reefer*"

Estructura tarifaria	Unidad de cobro	Tarifa (USD sin IGV)
Descarga y envío de información de parámetros de contenedor *reefer*	Por contenedor	21,22

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

257. La presente tarifa tiene el carácter de tarifa máxima (no incluye IGV) y podrá ser reajustada después de 12 meses de vigencia mediante el mecanismo RPI - X establecido en la Cláusula 8.25 del Contrato de Concesión.

XI. RECOMENDACIONES

Remitir el presente informe al Consejo Directivo para que apruebe la presente Fijación Tarifaria para el Servicio Especial "Descarga y envío de información de parámetros de contenedor *reefer*" en el Terminal Norte Multipropósito del Terminal Portuario del Callao, cuyo nivel y estructura tarifaria es la siguiente:

Tarifa propuesta para el Servicio Especial
"Descarga y envío de información de parámetros de contenedor *reefer*"

Estructura tarifaria	Unidad de cobro	Tarifa (en USD sin IGV)
Descarga y envío de información de parámetros de contenedor *reefer*	Por contenedor	21,22

Elaboración: Gerencia de Regulación y Estudios Económicos del Ositrán.

Atentamente,

RICARDO QUESADA ORÉ
Gerente de Regulación y Estudios Económicos

GLORIA CADILLO ANGELES
Gerente de Asesoría Jurídica

RELACIÓN DE DOCUMENTOS QUE SUSTENTAN EL PROCEDIMIENTO DE FIJACION TARIFARIA

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ANEXOS

ANEXO Nº 1

4.3 Tabla estadística de la normal estándar (para el uso del Test de Chauvenet)

El valor de la tabla para z es el área bajo la curva de la normal estándar a la izquierda de z

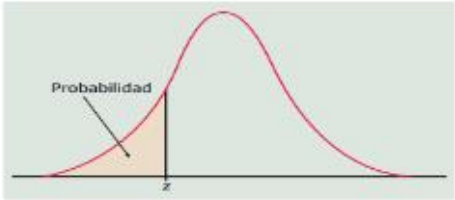

TABLA A: Probabilidades de la normal estándar

z	.00	.01	.02	.03	.04	.05	.06	.07	.08	.09
−3.4	.0003	.0003	.0003	.0003	.0003	.0003	.0003	.0003	.0003	.0002
−3.3	.0005	.0005	.0005	.0004	.0004	.0004	.0004	.0004	.0004	.0003
−3.2	.0007	.0007	.0006	.0006	.0006	.0006	.0006	.0005	.0005	.0005
−3.1	.0010	.0009	.0009	.0009	.0008	.0008	.0008	.0008	.0007	.0007
−3.0	.0013	.0013	.0013	.0012	.0012	.0011	.0011	.0011	.0010	.0010
−2.9	.0019	.0018	.0018	.0017	.0016	.0016	.0015	.0015	.0014	.0014
−2.8	.0026	.0025	.0024	.0023	.0023	.0022	.0021	.0021	.0020	.0019
−2.7	.0035	.0034	.0033	.0032	.0031	.0030	.0029	.0028	.0027	.0026
−2.6	.0047	.0045	.0044	.0043	.0041	.0040	.0039	.0038	.0037	.0036
−2.5	.0062	.0060	.0059	.0057	.0055	.0054	.0052	.0051	.0049	.0048
−2.4	.0082	.0080	.0078	.0075	.0073	.0071	.0069	.0068	.0066	.0064
−2.3	.0107	.0104	.0102	.0099	.0096	.0094	.0091	.0089	.0087	.0084
−2.2	.0139	.0136	.0132	.0129	.0125	.0122	.0119	.0116	.0113	.0110
−2.1	.0179	.0174	.0170	.0166	.0162	.0158	.0154	.0150	.0146	.0143
−2.0	.0228	.0222	.0217	.0212	.0207	.0202	.0197	.0192	.0188	.0183
−1.9	.0287	.0281	.0274	.0268	.0262	.0256	.0250	.0244	.0239	.0233
−1.8	.0359	.0351	.0344	.0336	.0329	.0322	.0314	.0307	.0301	.0294
−1.7	.0446	.0436	.0427	.0418	.0409	.0401	.0392	.0384	.0375	.0367
−1.6	.0548	.0537	.0526	.0516	.0505	.0495	.0485	.0475	.0465	.0455
−1.5	.0668	.0655	.0643	.0630	.0618	.0606	.0594	.0582	.0571	.0559
−1.4	.0808	.0793	.0778	.0764	.0749	.0735	.0721	.0708	.0694	.0681
−1.3	.0968	.0951	.0934	.0918	.0901	.0885	.0869	.0853	.0838	.0823
−1.2	.1151	.1131	.1112	.1093	.1075	.1056	.1038	.1020	.1003	.0985
−1.1	.1357	.1335	.1314	.1292	.1271	.1251	.1230	.1210	.1190	.1170
−1.0	.1587	.1562	.1539	.1515	.1492	.1469	.1446	.1423	.1401	.1379
−0.9	.1841	.1814	.1788	.1762	.1736	.1711	.1685	.1660	.1635	.1611
−0.8	.2119	.2090	.2061	.2033	.2005	.1977	.1949	.1922	.1894	.1867
−0.7	.2420	.2389	.2358	.2327	.2296	.2266	.2236	.2206	.2177	.2148
−0.6	.2743	.2709	.2676	.2643	.2611	.2578	.2546	.2514	.2483	.2451
−0.5	.3085	.3050	.3015	.2981	.2946	.2912	.2877	.2843	.2810	.2776
−0.4	.3446	.3409	.3372	.3336	.3300	.3264	.3228	.3192	.3156	.3121
−0.3	.3821	.3783	.3745	.3707	.3669	.3632	.3594	.3557	.3520	.3483
−0.2	.4207	.4168	.4129	.4090	.4052	.4013	.3974	.3936	.3897	.3859
−0.1	.4602	.4562	.4522	.4483	.4443	.4404	.4364	.4325	.4286	.4247
−0.0	.5000	.4960	.4920	.4880	.4840	.4801	.4761	.4721	.4681	.4641

El valor de la tabla para z es el área bajo la curva de la normal estándar a la izquierda de z

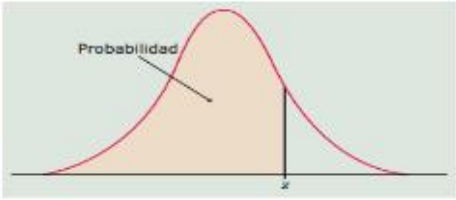

TABLA A: Probabilidades de la normal estándar (cont.)

z	.00	.01	.02	.03	.04	.05	.06	.07	.08	.09
0.0	.5000	.5040	.5080	.5120	.5160	.5199	.5239	.5279	.5319	.5359
0.1	.5398	.5438	.5478	.5517	.5557	.5596	.5636	.5675	.5714	.5753
0.2	.5793	.5832	.5871	.5910	.5948	.5987	.6026	.6064	.6103	.6141
0.3	.6179	.6217	.6255	.6293	.6331	.6368	.6406	.6443	.6480	.6517
0.4	.6554	.6591	.6628	.6664	.6700	.6736	.6772	.6808	.6844	.6879
0.5	.6915	.6950	.6985	.7019	.7054	.7088	.7123	.7157	.7190	.7224
0.6	.7257	.7291	.7324	.7357	.7389	.7422	.7454	.7486	.7517	.7549
0.7	.7580	.7611	.7642	.7673	.7704	.7734	.7764	.7794	.7823	.7852
0.8	.7881	.7910	.7939	.7967	.7995	.8023	.8051	.8078	.8106	.8133
0.9	.8159	.8186	.8212	.8238	.8264	.8289	.8315	.8340	.8365	.8389
1.0	.8413	.8438	.8461	.8485	.8508	.8531	.8554	.8577	.8599	.8621
1.1	.8643	.8665	.8686	.8708	.8729	.8749	.8770	.8790	.8810	.8830
1.2	.8849	.8869	.8888	.8907	.8925	.8944	.8962	.8980	.8997	.9015
1.3	.9032	.9049	.9066	.9082	.9099	.9115	.9131	.9147	.9162	.9177
1.4	.9192	.9207	.9222	.9236	.9251	.9265	.9279	.9292	.9306	.9319
1.5	.9332	.9345	.9357	.9370	.9382	.9394	.9406	.9418	.9429	.9441
1.6	.9452	.9463	.9474	.9484	.9495	.9505	.9515	.9525	.9535	.9545
1.7	.9554	.9564	.9573	.9582	.9591	.9599	.9608	.9616	.9625	.9633
1.8	.9641	.9649	.9656	.9664	.9671	.9678	.9686	.9693	.9699	.9706
1.9	.9713	.9719	.9726	.9732	.9738	.9744	.9750	.9756	.9761	.9767
2.0	.9772	.9778	.9783	.9788	.9793	.9798	.9803	.9808	.9812	.9817
2.1	.9821	.9826	.9830	.9834	.9838	.9842	.9846	.9850	.9854	.9857
2.2	.9861	.9864	.9868	.9871	.9875	.9878	.9881	.9884	.9887	.9890
2.3	.9893	.9896	.9898	.9901	.9904	.9906	.9909	.9911	.9913	.9916
2.4	.9918	.9920	.9922	.9925	.9927	.9929	.9931	.9932	.9934	.9936
2.5	.9938	.9940	.9941	.9943	.9945	.9946	.9948	.9949	.9951	.9952
2.6	.9953	.9955	.9956	.9957	.9959	.9960	.9961	.9962	.9963	.9964
2.7	.9965	.9966	.9967	.9968	.9969	.9970	.9971	.9972	.9973	.9974
2.8	.9974	.9975	.9976	.9977	.9977	.9978	.9979	.9979	.9980	.9981
2.9	.9981	.9982	.9982	.9983	.9984	.9984	.9985	.9985	.9986	.9986
3.0	.9987	.9987	.9987	.9988	.9988	.9989	.9989	.9989	.9990	.9990
3.1	.9990	.9991	.9991	.9991	.9992	.9992	.9992	.9992	.9993	.9993
3.2	.9993	.9993	.9994	.9994	.9994	.9994	.9994	.9995	.9995	.9995
3.3	.9995	.9995	.9995	.9996	.9996	.9996	.9996	.9996	.9996	.9997
3.4	.9997	.9997	.9997	.9997	.9997	.9997	.9997	.9997	.9997	.9998

Fuente: http://www.est.uc3m.es/esp/nueva_docencia/comp_col_leg/ing_tec_inf_gestion/estadistica/Documentacion/Tablas/tablas2caras.pdf

ANEXO Nº 2

Valores críticos para *R* en el Test de Peirce
$(3 \leq n \leq 30)$

Número de obser-vaciones	Número de posibles valores extremos								
	1	2	3	4	5	6	7	8	9
3	1,196								
4	1,383	1,078							
5	1,509	1,200							
6	1,610	1,299	1,099						
7	1,693	1,382	1,187	1,022					
8	1,763	1,453	1,261	1,109					
9	1,824	1,515	1,324	1,178	1,045				
10	1,878	1,570	1,380	1,237	1,114				
11	1,925	1,619	1,430	1,289	1,172	1,059			
12	1,969	1,663	1,475	1,336	1,221	1,118	1,009		
13	2,007	1,704	1,516	1,379	1,266	1,167	1,070		
14	2,043	1,741	1,554	1,417	1,307	1,210	1,120	1,026	
15	2,076	1,775	1,589	1,453	1,344	1,249	1,164	1,078	
16	2,106	1,807	1,622	1,486	1,378	1,285	1,202	1,122	1,039
17	2,134	1,836	1,652	1,517	1,409	1,318	1,237	1,161	1,084
18	2,161	1,864	1,680	1,546	1,438	1,348	1,268	1,195	1,123
19	2,185	1,890	1,707	1,573	1,466	1,377	1,298	1,226	1,158
20	2,209	1,914	1,732	1,599	1,492	1,404	1,326	1,255	1,190
21	2,230	1,938	1,756	1,623	1,517	1,429	1,352	1,282	1,218
22	2,251	1,960	1,779	1,646	1,540	1,452	1,376	1,308	1,245
23	2,271	1,981	1,800	1,668	1,563	1,475	1,399	1,332	1,270
24	2,290	2,000	1,821	1,689	1,584	1,497	1,421	1,354	1,293
25	2,307	2,019	1,840	1,709	1,604	1,517	1,442	1,375	1,315
26	2,324	2,037	1,859	1,728	1,624	1,537	1,462	1,396	1,336
27	2,341	2,055	1,877	1,746	1,642	1,556	1,481	1,415	1,356
28	2,356	2,071	1,894	1,764	1,660	1,574	1,500	1,434	1,375
29	2,371	2,088	1,911	1,781	1,677	1,591	1,517	1,452	1,393
30	2,385	2,103	1,927	1,797	1,694	1,608	1,534	1,469	1,411

Fuente: ROSS, S.M. (2003). "Peirce's criterion for the elimination of suspect experimental data". En: Journal of Engineering Technology. Octubre de 2003, Vol. 20, N° 2, 38-41.

ANEXO Nº 3

Muestra de Terminales portuarios que fueron revisados para identificar si prestan un servicio comparable al servicio de "Descarga y envío de información de parámetros de contenedor *reefer*".

País	Puerto/Terminal Portuario
Chile	Iquique Terminal Internacional
Chile	Antofagasta Terminal Internacional – ATI - SAAM
Chile	STI - Teminal Internacional
Chile	San Vicente Terminal Internacional
Chile	Portuaria Corral
Usa	Florida International Terminal
México	Terminal Maritima Mazatlan
Colombia	Puerto Buenavista
Ecuador	Terminal Portuario Guayaquil
Chile	Puerto Caldera
Chile	Terminal Portuario Arica
Chile	Puerto Iquique
Chile	Puerto Angamos Terminal Multipropósito - Antofagasta
Chile	Terminal Puerto Coquimbo: TPC
Chile	Puerto Ventanas
Chile	TPS - Terminal Pacífico Sur Valparaíso
Chile	Puerto Valparaíso Terminal 2
Chile	Puerto Panul
Chile	Puerto San Antonio - PCE
Chile	Talcahuano - TTP
Chile	Puerto Lirquen
Chile	Terminales Marítimos de la Patagonia
Chile	Puerto-Oxxean-Puerto-Montt
Chile	Puerto Oxxean Chacabuco
Ecuador	Terminal Portuario Naportec
Ecuador	DP World Posorja
Ecuador	QC Terminales Ecuador
Ecuador	Terminal Portuario Manta
Ecuador	Contecon Guayaquil
México	Puerto de Veracruz
México	Puerto de Manzanillo
Brasil	Puerto de Santos | iContainers
Colombia	Puerto Cartagena
Colombia	Puerto de Buenaventura
Colombia	Puerto de Barranquilla
Argentina	APM Terminals Buenos Aires
Brasil	Itajaí Terminal
Brasil	Itapoá Porto
Puerto Rico	Terminal Moin
Guatemala	Puerto Quetzal

Guatemala	Puerto Santo Tomás de Castilla
Guatemala	Puerto Barrios
México	Terminal Lázaro Cárdenas
México	Puerto Progreso
México	Puerto de Altamira
Uruguay	Puerto de Montevideo
Uruguay	Puerto de Nueva Palmira
Uruguay	Puerto Fray Bentos
Uruguay	Puerto Colonia
USA	South Florida Container Terminal, LLC - Miami Terminal
USA	APM Terminals Elizabeth, LLC – New York Terminal
USA	Puerto de Virginia, Norfolk (VA)
República Dominicana	DP World Caucedo
USA	Tampa Port
USA	Baltimore Port
USA	Boston Port
Líbano	Puerto de Beirut
Nueva Zelandia	Puertos de Auckland
Australia	Porto Melbourne
Malasia	Johor Port
Malasia	Kuantan Port
Malasia	Klang Port
Malasia	Penang Port
Malasia	Puerto de Sibu, Sarawak
Italia	Tanger Alliance
Italia	Eurogate Tanger
Emiratos Árabes Unidos	Ruwais Port
Malasia	Rajang Port
Turquía	Safi Port
Egipto	Damietta
Sudáfrica	Durban Port
Sudáfrica	Port of Ngqura
Sudáfrica	Port Cape Town
Sudáfrica	Port Elizabeth
Sudáfrica	Richards Bay Terminal
Reino Unido	Terminal Limassol
Alemania	Terminal Hamburg
Alemania	Terminal Wilhelmshaven
Alemania	Terminal Bremerhaven
Nueva Zelanda	Port of Tauranga Limited
Nueva Zelanda	South Port New Zealand Limited (Nueva Zelanda)
India	Gujarat Pipavav Port Limited (India)

India	Mundra New Port
Australia	DP World Australia Sydney Port
España	Puertos de Santa Cruz de Tenerife
España	Port de Barcelona
Portugal	Porto de Lisboa
Paises bajos	Port of Rotterdam
Bélgica	Hutchison Port Belgium
Somalia	Port of Berbera
Chipre	Port of Limassol
Sri Lanka	Ports of Sri Lanka

ANEXO Nº 4

4.1. Correo remitido por representantes de del Terminal Portuario de Paita.

ma. 08/03/2022 14:37

Ernesto Limón Bustamante <ernesto.limon@euroandino.com.pe>

RE: Consulta sobre el servicio de - Lectura de parámetros de contenedor refrigerado con uso de medios electrónicos (DOWNLOAD)

Para Missael Alvarez Huamán

CC Francisco Biber; Alvaro Leon Caminati

Estimado Missael,

El cobro por el servicio especial "Lectura de parámetros de contenedor refrigerado con uso de medios electrónicos (DOWNLOAD)" se aplica por contenedor cada vez que el cliente lo solicita.

Saludos

Ernesto

4.2. Correo Remitido a Port of Mina Rashid_y_Port of Jebel Ali.

De: Yessica Ochoa Carbajo
Enviado el: lunes, 25 de julio de 2022 23:11
Para: customerservice@dpworld.com; info@dpworld.com
CC: Missael Alvarez Huamán
Asunto: Reefer Data Download/upload

Dear sir:

We are writing you from Peru, on behalf of the Supervisory Agency for Investment in Public Transport Infrastructure, OSITRAN. Among our main functions, we determine the tariffs of a group of services provided by some ports.

According to that, we are currently undergoing a procedure to determine the tariff of the service **"Download and sending of parameters of reefer container"**, which consists of the following activities:

- Downloading **"historical parameter information"** (also known as Datalog) from the reefer container (information from the last 30 to 90 days)
- Sending the downloaded information to the client (shipping lines or other)

The historical parameter information of the reefer container includes:

- Date and time of alarm activation
- Power off and on time
- Temperature controls prior to the current trip
- Historical temperatures

That is why we are collecting information of the provision of similar services in ports worldwide. We have identified your *"Tariff Book – 2017 For the Ports of Jebel Ali and Mina Rashid, Located in Dubai, United Arab Emirates"*, according to which your company provides the service called *"Reefer Data Download/upload"*, so we would appreciate if you could answer these questions about such service:

- The Tariff book-2017 is effective in 2022 or do you have an updated tariff book (2021/2022)?
- The service is provided in both ports (Mina Rashid and Jebel Ali) or only in one of them?
- Describe the activities involved in this service (including the method of downloading the data and how it is sent to the client)
- What type of data is downloaded (current or historical data, temperature, alarm activation, power off/on time)?
- In case you download historical data, does it correspond only to the time the reefer container stays in the Terminal or it could also include previous historical data?

As we mentioned before, the purpose of this communication is merely informative and your answers will help us to improve our understanding of the similarities and differences in the provision of this type of service.

Thank you very much

4.3. Correo remitido a Porto di Ravenna.

From: Yessica Ochoa Carbajo
Sent: Thursday, June 9, 2022 8:27:35 PM
To: capiturno@tcravenna.it <capiturno@tcravenna.it>; customerservice@tcravenna.it <customerservice@tcravenna.it>
Subject: Service "Reefer data download from reefer container datacorder"

Dear sir:

*We are writing you from Peru, on behalf of the Supervisory Agency for Investment in Public Transport Infrastructure, OSITRAN. Among our main functions, we determine the tariffs of a group of services provided by some ports. According to that, we are currently undergoing a procedure to determine the tariff of the service **"Download and sending of parameters of reefer container"**, which consists of the following activities:*

- *Downloading **"historical parameter information"** (also known as Datalog) from the reefer container (information from the last 30 to 90 days)*
- *Sending the downloaded information to the client (shipping lines or other)*

The historical parameter information of the reefer container includes:

- *Date and time of alarm activation*
- *Power off and on time*
- *Temperature controls prior to the current trip*
- *Historical temperatures*

*That is why we are collecting information of the provision of similar services in ports worldwide. We have identified that your company provides the service called **"Reefer data download from reefer Container DataCorder"**, so we would appreciate if you could answer these questions about such service:*

- *Describe the activities involved in this service (including the method of downloading the data and how it is sent to the client)*
- *What type of data is downloaded (current or historical data)?*
- *In case you download historical data, does it correspond only to the time the reefer container stays in the Terminal or it could also include previous historical data?*
- *Is the price you charge for this service regulated by any government agency or is it freely determined by your company?*

As we mentioned before, the purpose of this communication is merely informative and your answers will help us to improve our understanding of the similarities and differences in the provision of this type of service.

Thank you very much

4.4. Correo remitido a Porto di La Spezia.

From: Yessica Ochoa Carbajo
Sent: Thursday, June 9, 2022 8:41:21 PM
To: customer@contshipitalia.com <customer@contshipitalia.com>; LSCTtariff.administration@contshipitalia.com <LSCTtariff.administration@contshipitalia.com>
Subject: Service "Reefer data download from reefer container datacorder"

Dear sir:

We are writing you from Peru, on behalf of the Supervisory Agency for Investment in Public Transport Infrastructure, OSITRAN. Among our main functions, we determine the tariffs of a group of services provided by some ports.

*According to that, we are currently undergoing a procedure to determine the tariff of the service **"Download and sending of parameters of reefer container"**, which consists of the following activities:*

- *Downloading **"historical parameter information"** (also known as Datalog) from the reefer container (information from the last 30 to 90 days)*
- *Sending the downloaded information to the client (shipping lines or other)*

The historical parameter information of the reefer container includes:

- *Date and time of alarm activation*
- *Power off and on time*
- *Temperature controls prior to the current trip*
- *Historical temperatures*

*That is why we are collecting information of the provision of similar services in ports worldwide. We have identified that your company provides the service called "**Reefer data download from reefer container datacorder**", so we would appreciate if you could answer these questions about such service:*

- *Describe the activities involved in this service (including the method of downloading the data and how it is sent to the client)*
- *What type of data is downloaded (current or historical data)?*
- *In case you download historical data, does it correspond only to the time the reefer container stays in the Terminal or it could also include previous historical data?*
- *Is the price you charge for this service regulated by any government agency or is it freely determined by your company?*

As we mentioned before, the purpose of this communication is merely informative and your answers will help us to improve our understanding of the similarities and differences in the provision of this type of service.

4.5. Correo remitido a APMT Mobile.

From: Yessica Ochoa Carbajo
Sent: Friday, June 10, 2022 12:32:12 PM
To: cargeneral.cliente@apmterminal.com <cargeneral.cliente@apmterminal.com>
Subject: Electronic temperature downloading rate per download and Download Data Logger

Dear sir:

We are writing you from Peru, on behalf of the Supervisory Agency for Investment in Public Transport Infrastructure, OSITRAN. Among our main functions we determine the tariffs of a group of services provided by some ports.

*According to that, we are currently undergoing a procedure to determine the tariff of the new service **"Download and sending of parameters of reefer containers"**, which consists of the following activities:*

- *Downloading **"historical parameter information"** (also known as Datalog) from the reefer Container (information from the last 30 to 90 days).*
- *Sending the downloaded information to the client (shipping lines or other)*

The historical parameter information of the reefer container includes:

- *Date and time of alarm activation*
- *Power on and off time*
- *Temperature controls prior to the current trip*
- *Historical temperatures*

That is why we are collecting information of the provision of similar services in ports worldwide. We have identified that your company provides the following services:

- *Service 1: Electronic temperature downloading rate per download*
- *Service 2: Download Data Logger*

We would appreciate it if you could answer these questions about each of those services:

- *Describe the activities involved in the provision of the services (including the method of downloading the data and how it is sent to the client)*

Name of the service	*Activities included in the service*	*How is the information sent to the clients?*
Electronic temperature downloading rate per download		
Download Data Logger		

- *What type of data is downloaded (current or historical data)?*

  - Electronic temperature downloading rate per download:

  - Download Data Logger:

- *In case you download historical data, does it correspond only to the time the reefer container stays in the Terminal or it could also include previous historical data?*

  - Electronic temperature downloading rate per download:

  - Download Data Logger:

- *Are the prices you charge for these services regulated by any government agency or are they freely determined by your company?*

  - Electronic temperature downloading rate per download:

  - Download Data Logger:

As we mentioned, the purpose of this communication is merely informative and your answers will help us to improve our understanding of the similarities and differences in the provision of this type of services.

Thank you very much

From: Yessica Ochoa Carbajo
Sent: Friday, June 10, 2022 4:30:32 PM
To: Daniel.Saffer@apmterminals.com <Daniel.Saffer@apmterminals.com>
Subject: Electronic temperature downloading rate per download and Download Data Logger

Dear sir:

We are writing you from Peru, on behalf of the Supervisory Agency for Investment in Public Transport Infrastructure, OSITRAN. Among our main functions we determine the tariffs of a group of services provided by some ports.

*According to that, we are currently undergoing a procedure to determine the tariff of the new service **"Download and sending of parameters of reefer containers"**, which consists of the following activities:*

- *Downloading **"historical parameter information"** (also known as Datalog) from the reefer Container (information from the last 30 to 90 days).*
- *Sending the downloaded information to the client (shipping lines or other)*

The historical parameter information of the reefer container includes:

- *Date and time of alarm activation*
- *Power on and off time*
- *Temperature controls prior to the current trip*
- *Historical temperatures*

That is why we are collecting information of the provision of similar services in ports worldwide. We have identified that your company provides the following services:

- *Service 1: Electronic temperature downloading rate per download*
- *Service 2: Download Data Logger*

We would appreciate it if you could answer these questions about each of those services:

- *Describe the activities involved in the provision of the services (including the method of downloading the data and how it is sent to the client)*

Name of the service	*Activities included in the service*	*How is the information sent to the clients?*
Electronic temperature downloading rate per download		
Download Data Logger		

- *What type of data is downloaded (current or historical data)?*

  - Electronic temperature downloading rate per download:

  - Download Data Logger:

- *In case you download historical data, does it correspond only to the time the reefer container stays in the Terminal or it could also include previous historical data?*

  - Electronic temperature downloading rate per download:

  - Download Data Logger:

- *Are the prices you charge for these services regulated by any government agency or are they freely determined by your company?*

  - Electronic temperature downloading rate per download:

  - Download Data Logger:

As we mentioned, the purpose of this communication is merely informative and your answers will help us to improve our understanding of the similarities and differences in the provision of this type of services.

Thank you very much

4.5. Correo remitido a Kao Ming Container Terminal.

De: Yessica Ochoa Carbajo
Enviado el: sábado, 15 de octubre de 2022 12:23
Para: cs@kmct.com.tw; customerservice@kmct.com.tw
Asunto: Reefer data download - Kao Ming Container Terminal

Dear sir:

We are writing you from Peru, on behalf of the Supervisory Agency for Investment in Public Transport Infrastructure, OSITRAN. Among our main functions, we determine the tariffs of a group of services provided by some ports.

*According to that, we are currently undergoing a procedure to determine the tariff of the service **"Download and sending of parameters of reefer container"**, which consists of the following activities:*

- *Downloading **"historical parameter information"** (also known as Datalog) from the reefer container (information from the last 30 to 90 days)*
- *Sending the downloaded information to the client (shipping lines or other)*

The historical parameter information of the reefer container includes:

- *Date and time of alarm activation*
- *Power off and on time*
- *Temperature controls prior to the current trip*
- *Historical temperatures*

*That is why we are collecting information of the provision of similar services in ports worldwide and we have identified that your company provides the service called **"Reefer data download", described as "It will be charged for downloading temperature data record of reefer"** so we would appreciate if you could answer these questions about such service:*

- *This service includes download another parameter information different to temperature?.*
- *If the answer is Yes, please give details about another parameters (for example, Date and time of alarm activation, power off and on time, etc.)*

The purpose of this communication is merely informative and your answers will help us to improve our understanding of the similarities and differences in the provision of this type of service.

Thank you very much

De: Yessica Ochoa Carbajo
Enviado el: sábado, 15 de octubre de 2022 12:27
Para: kmopgo@kmct.com.tw
Asunto: Reefer data download - Kao Ming Container Terminal

Dear sir:

We are writing you from Peru, on behalf of the Supervisory Agency for Investment in Public Transport Infrastructure, OSITRAN. Among our main functions, we determine the tariffs of a group of services provided by some ports.

*According to that, we are currently undergoing a procedure to determine the tariff of the service **"Download and sending of parameters of reefer container"**, which consists of the following activities:*

- *Downloading **"historical parameter information"** (also known as Datalog) from the reefer container (information from the last 30 to 90 days)*
- *Sending the downloaded information to the client (shipping lines or other)*

The historical parameter information of the reefer container includes:

- *Date and time of alarm activation*
- *Power off and on time*
- *Temperature controls prior to the current trip*
- *Historical temperatures*

*That is why we are collecting information of the provision of similar services in ports worldwide and we have identified that your company provides the service called **"Reefer data download", described as "It will be charged for downloading temperature data record of reefer"** so we would appreciate if you could answer these questions about such service:*

- *This service includes download another parameter information different to temperature?.*
- *If the answer is Yes, please give details about another parameters (for example, Date and time of alarm activation, power off and on time, etc.)*

The purpose of this communication is merely informative and your answers will help us to improve our understanding of the similarities and differences in the provision of this type of service.

Thank you very much

ANEXO 5

TARIFARIOS

	País	Puerto	Empresa
1	Baréin	Bahrain Port	APMT
2	Egipto	Soknha**	DP World
3	Egipto	Suez Container Terminal/Port Said	APMT
4	Emiratos Arabes Unidos	Jebel Alí **	DP World
5	Emiratos Arabes Unidos	Mina Rashid	DP World
6	Italia	Terminal Container Ravenna	ContShip Italy
7	Italia	La Spezia Terminal Container	ContShip Italy
8	Malasia	Pelabuhan Tanjung Pelepass	APMT MMC
9	Marruecos	Tangier Medport	APMT
10	Oman	Salalah Port	APMT
11	Perú	Paita	TPE
12	Perú	Terminal Portuario Callao Muelle Sur	DP World
13	Qatar	Hamad Port	MWANI QATAR (QPMC)*
14	Reino Unido	London Gateway Port	DP World
15	EEUU	Mobile 1 - Alabama	APMT
16	Eslovenia	Port Koper	Luka Koper
17	Angola	Port of Luanda	DP World
18	Taiwan	Port of Kaohsiung	Kao Ming Container Terminal

Lifting Global Trade

APM TERMINALS

BAHRAIN PORTS TARIFF 2017

Bahrain Ports Tariff 2017: 1st May 2017
Ref. No.: BahrainPortsTariff/2017/V.007
Last revision/update: 1st August 2021

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1 APPLICATION

Save as otherwise specifically provided herein, the following Bahrain Ports Tariff 2017 (hereinafter referred to as "**Tariff**") shall apply to all non-military related Port Services (as defined hereinafter) provided by the Port Operating Company (as defined hereinafter) managing "Khalifa Bin Salman Port" (hereinafter referred to as "**Port**"). Please refer to Bahrain Ports Tariff 2016 (Military) for Military Related Services. Any user of Port Services (hereinafter referred to as "**Customer**") is deemed to have accepted the Tariff upon entry of their Cargo or Ship (as defined hereinafter) into the Port / Terminal (as defined hereinafter) and/or the use of marine services for the port / private jetties.

2 DEFINITIONS and GENERAL CONDITIONS

2.1 Definitions

"**Authority**" means *The Ministry of Transportation and Telecommunications' Ports and Maritime Affairs*, Kingdom of Bahrain, including its employees and agents;

"Cargo" refers to (i) any goods or articles of any kind whatsoever including Hazardous Cargo, transported in a Container, non-standard container or out of gauge container, including Noncontainerised Cargo, livestock, General Cargo, break-bulk and (ii) empty Containers;

"**CFS**" means the Container Freight Station where, amongst other things, Cargo is packed, unpacked and cleared. This may include but not limited to all such activities performed either within covered sheds or in open spaces within the Port premises;

"Charges" include all charges, rates, service fees, passage and entrance fees etc. to the Port and any other charges (discussed elsewhere in this Tariff) which would be included in this meaning;

"Commercial Vessels" are those Vessels which are not designated as Military Vessels;

"Concession Agreement" means the agreement between the Government of the Kingdom of Bahrain and APM Terminals Bahrain B.S.C (c);

"Concession Area" means the Layout Plan described in the Concession Agreement as:

(a) Marine chart number 1501 entitled "Mina Salman and Approaches" indicating the following:

- The location of Khalifa Bin Salman Port

- Khawr Al Qulay'ah, Sitrah anchorage and their approach channels

A BAPCO jetty
B the New Industrial Area
C GPIC jetty
D Bahrain Steel jetty
E Hyundai jetty
F ALBA jetty
G the Industrial Area private jetty
H ASRY jetty
I SULB jetty

(b) Drawing no. C1341/PL/2804 revision J dated April 1999 and last revised in 23 March 2006 prepared by the Government consultant showing the boundaries of the site edged red.

"**Container**" means

a) Any container 20', 40' or 45' in length, 8' in width and 8'6"/9'6" in height or any other container developed for use in liner shipping at any time, including, but not limited to, flat-racks, platforms, Reefer containers and tanks, with ISO recommended lifting arrangements and consistent with the safety requirements of CSC (Convention for Safe Containers) plates, and which can be handled by means of a standard 20', 40' and 45' spreader;

b) A non-standard container; and/or

c) An out of gauge container.

"Customer" has the meaning given to it at the beginning of this Tariff;
"Day" refers to twenty four (24) hours. For all charges specified 'per day', day starts at midnight and charges apply per day or part thereof;
"Direct delivery" in this Tariff refers to Cargo that is discharged directly on to consignee's transport and delivery is taken directly from the hook. Alternatively it also refers to Cargo that is received through the gate and loaded from the consignee's transport on to the Vessel. Such Cargo is not placed on the ground at the Port at any stage in the discharge or load process;
"**EDI**" means an electronic data interchange system whereby any message is transmitted from one party to another party by electronic means;
"FCL" means Full Container Load;
"Full cycle" for purposes of this Tariff comprises of a discharge and load move for a transhipment container/cargo;
"General Cargo" for purposes of this Tariff refers to any cargo that is non-containerised including but not limited to passengers handled at KBSP.
"General Charges" refers to charges that are by nature not specific to Container, General Cargo or marine activity and thus could be applied to either or all of them;
"Gross Tons" (GT) refers to a measurement of the total capacity of a Vessel expressed in volumetric tons of 100 cubic feet;
"**Hazardous Cargo**" means Cargo of any kind classified by the IMO as hazardous cargo and shall include "dangerous goods" as defined in the International Maritime Dangerous Goods (**IMDG**) Code; **"Hour"** refers to 60 minutes. For all charges specified 'per hour', charges apply per hour pro rate;
"IMO" means International Maritime Organization, which is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by Ships;
"In-direct Delivery" in this Tariff refers to Cargo that, on discharge or acceptance through the gate, shall be kept in the Port for delivery or loading on to a Vessel respectively at a later date;
"ISPS" means The International Ship and Port Facility Security Code (ISPS Code) which is a comprehensive set of measures to enhance the security of Ships and Port facilities;

"KBSP/Port" means Khalifa Bin Salman Port having its UN/LOCODE as BHKBS, the primary Port in Bahrain consisting of the infrastructure, equipment, and the adjacent marine area and approach channels. The position of the Port is Lat 26° 10.9´ N Long 050° 43.1´ E and is located at Building 107, Avenue 13, Block 115, Hidd, Kingdom of Bahrain, including its successors, legal heirs, executors, administrators, operators (Port Operating Company) and permitted assigns;

The Port comprises of marine facilities, General Cargo and Container Terminals that includes berths, the Container and General Cargo Yard and CFS and all other equipment and buildings at the Port whether constructed or under construction, together with any additional land, berths, buildings, yards and CFS to be installed in connection with any further developments thereto for the purpose of providing Port Services;

"Lashing/Un-lashing" refers to the usage of labour on board a Vessel to remove the lashing secured to the Containers or Cargo, in order to discharge the Containers or Cargo and vice-versa to lash the Containers or Cargo after loading.

"Lay-By" means the use of the berth for purposes of crew change, customs clearance, stores, maintenance and repairs, sludge disposal and/or any other non-Cargo related operation;

"LCL" means Less than Container Load;

"Man Hour" means one hour of work performed by one person/worker based on which the costs and wages are calculated. Charges apply per man hour pro rate;

"Military Related Services" means services rendered in relation to Vessels, cargo and/or containers owned by governments or operated on their behalf for military purposes.

"MSP" means Mina Salman Port having its UN/LOCODE as BHMIN, located in the Kingdom of Bahrain, including all landing places and waters within the limits of the Port;

"Mooring Boat" means a mode of transport used for shuttling mooring crew to/ from the quay side;

"On-shore Mooring" means an activity carried by the mooring crew, whereby the lines (ropes) from the Vessel are taken and tied to the bollard or untied from the bollard by the mooring crew;

"**Out of Gauge Container**" (**OOG**) means a container whose contents exceed the dimensions of the standard container of 20', 40' or 45' in length, 8' in width and 8'6"/9'6" in height;

"Overweight Container" means any Container which is loaded with a greater weight of Cargo or Container than declared on the manifest, or in excess of the declared payload of the Container;

"Over-dimensional Container" means any Container which is loaded with Cargo with dimensions greater than declared on the manifest is an over dimensional container.

"Pilot" means an employee or subcontractor of the Port Operating Company qualified and authorized by the Authority to manoeuvre Vessels through the channel to the quay side. He remains under the control of the Master of the Vessel during the pilotage operation;

"Pilot Boat" means a boat which is used to transport Pilots between land and the inbound or outbound Ships that they are piloting. It may also be used for other purposes as deemed suitable by the Port Operating Company;

"Port Operating Company" means APM Terminals Bahrain B.S.C(c), a closed joint stock company organized and existing under the laws of the Kingdom of Bahrain with its offices located at Khalifa Bin Salman Port, Building 107, Avenue 13, Hidd 115, Kingdom of Bahrain;

"Port Services" means the services to be provided to the Customer by the Port Operating Company under this Tariff;

"Private jetty" or **"Private Jetties"** means

a) the BAPCO jetty, the GPIC jetty, the Bahrain Steel jetty, the SULB jetty, the Hyundai jetty, the Aluminum Bahrain (**ALBA**) Imports jetty, the Industrial Area Private jetty, the Arab Shipbuilding and Repair Yard Co. (**ASRY**) jetty and the Dhow Piers;

b) the commercial loading and unloading facilities at Mina Salman operated for the benefit of Delmon Poultry Company BSC (**DIPCO**) and Bahrain Flour Mills BSC;

c) any jetty or jetties as may be licensed by the Authority pursuant to the Ports Law for the loading or unloading of industrial bulk, liquid or gas Cargo but not for the handling of Containers, General Cargo or grain or feed (with the exception of Mina Salman in respect of grain and feed); and

d) such additional Private jetty or jetties as may be licensed by the Authority pursuant to the Ports Law for the loading or unloading of Containers, General Cargo and non-industrial bulk (such as grain or feed) for the sole use of the owner or tenant of such jetty.

"**Reefer Container**" means a container used for the transportation of refrigerated Cargo;

"RO-RO" means Roll-on/roll-off (Ro/Ro) Ships or Vessels designed to carry wheeled Cargo such as automobiles, trucks, semi-trailer trucks, trailers or railroad cars that are driven on and off the Ship/Vessel on their own wheels.

"Selective Loading" refers to **l**oading undertaken on a specific stowage position on the Vessel or the allotment of a specific empty Container for Export stuffing or for loading on to a Vessel;

"Ship" means any Vessel, including and not limited to a Container ship;

"Surcharge" means an additional charge payable on the actual Tariff rate prescribed for a particular activity or process;

"Tariff" means this Bahrain Ports Tariff 2017 (as amended from time to time) comprising of a table of charges approved by the Authority that is applicable for various non-military related Port services provided by the Port Operating Company. The Bahrain Ports Tariff 2017 is published by the Port Operating Company on its website;

"Terms of Business" means the Terms of Business of the Port Operating Company (as amended from time to time)**.** All services provided by the Port Operating Company are governed by their 'Terms of Business' which is available at http://www.apmterminals.com/en/operations/africa-middleeast/bahrain/about-us/business-center ;

"TEU" means a twenty foot equivalent unit;

"Transhipment" means the discharge of a Container or Cargo from one Vessel and the reloading onto a second Vessel, without leaving the Port;

"Tug" means a high powered boat that guides the ship to its position alongside the berth while berthing/un-berthing and sailing;

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

"**Yard**" means the land and premises used by the Port where Containers and Non-containerised Cargo are, amongst other things, stored, received and delivered.

2.2 General Conditions

Alterations to the Tariff: The Port Operating Company reserves the right to alter, change or amend any or all, terms and conditions or interpretations contained in this Tariff with suitable prior notice, subject to the amended or altered tariff being published on the Port Operating Company's website;

Business Timings: The Port is open for business on a 24 hourly and 7 days a week basis for 365 days of the year.

Container Storage Charges: These are costs accrued for the storage of the Container (NOT Cargo) at the Port. It is the charge applicable for the space occupied by the Container either declared full or empty. Storage charges for laden import Containers are charged directly to the consignee and payable upon delivery of Cargo. All other storage charges are charged directly to the Container operators;

Circumstances Preventing Safe Handling: When, in Port Operating Company's sole opinion, there are any circumstances which shall or may prevent or hinder the safe handling, storage, loading, unloading or transport of any Containers or Non-Containerised Cargo, the Port Operating Company may, in its sole discretion, refuse to handle the same and may inform of such refusal to the Customer or consignor, as the case may be. The recipient of such notice shall immediately remove or procure the removal of Containers and/or its contents or Non-Containerised Cargo from the Port Operating Company forthwith at its own risk and expense.

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 of the authorities and/or the Port Operating Company, as may be applicable. Cargo classified as IMO classes 1 and 7 shall be allowed into the Port only on direct delivery basis;

Direct delivery – Anchorage or Private Jetty: The Port Operating Company is entitled to charge for handling cargo at the private jetties or anchorage only if the cargo can be handled at KBSP but for any reason, the Port Operating Company and the Authority have agreed to direct the vessel carrying the cargo to a private jetty or anchorage to discharge or load the cargo.

Direct delivery – discharge on barges: In case cargo is to be discharged directly on to a barge, then such cargo may be discharged either at Anchorage or within the Port's basin. This will be at the discretion of the Harbour and Marine Manager. This shall be subject to prior approval by the Authority and charges will be levied as per the Tariff.

Documentation: The documents in respect of Cargo, Containers, Ships, Military Vessels, Cruise Ships and such others must be in the possession of the Port Operating Company at least 24 hours prior to arrival of Vessels. Vessels shall not be berthed without receipt of all relevant documents, unless agreed otherwise;

Export Containers not originating from Bahrain: Export Containers which did not originate from Bahrain, or which were not originally released as empties from KBSP shall be charged as per the applicable load full/empty rate for receipt of Containers;

Hygiene: The Port provides garbage skips at various points for use by Vessels. The use of these garbage skips is compulsory and shall be charged for;

Labour: Labour on both Vessel and quay is provided and controlled by the Port Operating Company or its nominated contractor. Requests for Labour should be made in advance by Agents to the Operations Department;

Overtime: Overtime surcharge is 50% of the applicable Tariff rate. Overtime shall apply to:-

1 Stevedoring undertaken for General Cargo from Saturday to Thursday between 2200-0600 hours, Fridays and Public Holidays.

2 CFS activity undertaken from Saturday to Thursday between 1700-0600 hours, Fridays and Public Holidays;

Port Rules and Regulations: As published by the Port Operating Company, any and all rules, procedures and regulations of the Port Operating Company must be adhered to, including the Terms of Business. The handling of Vessels, Cargo and passengers and other related work within the Port shall be subject to the provisions of the Port Rules and Regulations;

Rate per Freight Ton (FT): For all rates quoted per FT, the rate specified shall be applied to Cubic Meter (CBM) or weight in Tons for the Cargo involved, where the higher of the two amounts derived shall then be chargeable;

Safety: All Port users must adhere to Port safety rules, procedures and regulations provided through the Port safety induction program;

Hatch Covers/Pontoons (Tween-decks): These are used to close the under deck or to separate/secure Vessel holds. In order to access Containers or Cargo under deck, these hatch covers shall be opened by using the gantry crane spreaders and placed on the quay side and be loaded back after completing operations under deck. There are some hatch covers which are not adaptable to the spreader for discharge and in such cases wire slings or adapters shall be used and these shall be charged extra on the basis of such special equipment/extra labour charges as are applicable, in addition to the normal charges for hatch covers;

Time indications used in this Tariff refer to UTC + 3 hours;

Vessel cut-off: 24 hours prior to Vessel arrival;

3 MARINE CHARGES

3.1 Port Dues

Ref. no	Category	On Account of	Gross Tons (GT)	Unit	Charges in BHD	
					1 – 4 days (Composite Rate)	Each subsequent day or part thereof
3.1.1	Port Dues for Commercial Vessels calling at KBSP	Vessel Agent	Up to 2500	Per GT	BHD 0.060	BHD 0.015
			2501 - 4000		BHD 0.055	BHD 0.014
			4001 – 8000		BHD 0.050	BHD 0.013
			8001 – 12000		BHD 0.045	BHD 0.012
			12001 - 16000		BHD 0.040	BHD 0.010
			16001 and above		BHD 0.035	BHD 0.009

3.1.2 Port Dues shall be levied on all Vessels entering the Port. Port Dues are subject to a minimum charge of BHD 75.000 per vessel call.

3.1.3 All references to Gross Tons, throughout this section shall mean Gross Tonnage (GT).

3.1.4 Use of the KBSP basin by submersible craft, or for purposes of double banking Vessels, shall be deemed as use of the berth facility for application of Port Dues.

3.2 Pilotage and Towage All-in Assistance

Ref no.	Category	On Account of	Gross Tons (GT)	Unit	Charges in BHD
3.2.1	Pilotage and Towage Allin Assistance for Commercial Vessels calling at KBSP	Vessel Agent	Up to 2500	Per hour	BHD 369.400
			2501 – 4000		BHD 387.900
			4001 – 8000		BHD 406.300
			8001 – 12000		BHD 424.800
			12001 – 16000		BHD 443.300
			16001 – 20000		BHD 461.800
			20001 – 30000		BHD 480.200
			30001 and above		BHD 492.500

Ref no.	Category	On Account of	Gross Tons (GT)	Unit	Charges in BHD
3.2.2	Pilotage and Towage All-in Assistance for Cruise and Passenger Vessels calling at KBSP	Vessel Agent	Up to 2500	Per hour	BHD 350.000
			2501 – 4000		BHD 367.400
			4001 – 8000		BHD 385.000
			8001 – 12000		BHD 402.500
			12001 – 16000		BHD 420.000
			16001 – 20000		BHD 437.400
			20001 – 30000		BHD 455.000
			30001 and above		BHD 466.600

Ref no.	Category	On Account of	Gross Tons (GT)	Unit	Charges in BHD
3.2.3	Pilotage and Towage Allin Assistance for Commercial Vessels calling at MSP	Vessel Agent	Up to 2500	Per hour	BHD 382.800
			2501 – 4000		BHD 402.000
			4001 – 8000		BHD 421.100
			8001 – 12000		BHD 440.300
			12001 – 16000		BHD 459.400
			16001 – 20000		BHD 478.500
			20001 – 30000		BHD 497.700
			30001 and above		BHD 510.400

Ref no.	Category	On Account of	Gross Tons (GT)	Unit	Charges in BHD
3.2.4	Pilotage and Towage All-in Assistance for Private Jetties	Vessel Agent	Up to 2500	Per hour	BHD 563.800
			2501 – 4000		BHD 592.000
			4001 – 8000		BHD 620.200
			8001 – 12000		BHD 648.400
			12001 – 16000		BHD 676.500
			16001 – 20000		BHD 704.700
			20001 – 30000		BHD 732.900
			30001 and above		BHD 751.700

3.2.5 All Vessels longer than 60 metres LOA require compulsory Tug assistance, mooring services and pilotage for berthing and un-berthing and shifting.

3.2.6 The number of Tugs deployed shall be at the discretion of the Pilot. The Harbour and Marine Manager shall always retain the right to make exceptions and exemptions.

3.2.7 Pilotage and Towage All-in Assistance rates include Pilot, Pilot Boat, On-shore Mooring crew, one Tug, towing gear, fuel and crew cost.

3.2.8 Additional Tugs are charged at the rates indicated separately in 3.3 below.

3.2.9 Rates are for either berthing or un-berthing operations.

3.2.10 For purposes of Pilotage and Towage All-in assistance, the start and completion times for purposes of billing, shall be from cast off of Tug boat or Pilot boarding, whichever is earlier up to Pilot dis-embarkation or Tug back at berth/operations complete, whichever is later.

3.2.11 The pilotage services from the Port Operating Company are mandatory within Khawr Al Qulay'ah, Sitrah anchorage and Bahrain approach channel for all Vessels requiring such a service.

3.2.12 Private jetties at Bahrain Steel, SULB, GPIC, BAPCO, ALBA and ASRY jetties are not subject to this Tariff.

3.2.13 Pilotage charges for Vessels exempted from pilotage (with the exception of dredgers) shall be charged at 35% of the normal rate applicable.

3.2.14 Rates are per hour pro rata where a minimum of one hour will be calculated per operation (including mobilization and demobilization to launch jetty).

3.2 Marine Resources

Ref no.	Category	On Account of	Unit	Charges in BHD
3.3.1	On-shore Mooring gang	Vessel Agent	Per hour	BHD 58.000
3.3.2	Pilot Boat for pilotage operations – KBSP			BHD 37.300
3.3.3	Pilot Boat for pilotage operations – MSP			BHD 37.300
3.3.4	Pilot Boat for pilotage operations – Private Jetties			BHD 55.900
3.3.5	Pilot - KBSP			BHD 99.400
3.3.6	Pilot - MSP			BHD 99.400
3.3.7	Pilot – Private Jetties			BHD 149.100
3.3.8	Additional tug – KBSP			BHD 188.000
3.3.9	Additional tug – MSP			BHD 188.000
3.3.10	Additional tug – Private Jetties			BHD 282.000
3.3.11	Tug Hire Charges within territorial waters for attending to Vessels in distress.		Per hour (subject of minimum of one hour)	BHD 1500.000

3.3.12 Use of tugs outside of the Concession Area shall be subject to approval from the Authority.

3.3.13 Rates for individual marine resources indicated in 3.3.1 to 3.3.11, shall apply in cases where the Pilotage and Towage All-in Assistance does not apply. This may include but not limited to Vessel calls that are non-Cargo related or Tugs and barges that require individual marine resources due to the nature of the operation involved.

3.3 Charges for Vessel at Lay-By at KBSP

Ref no.	Category	On Account of	Unit	Charges in BHD
3.4.1	Up to 60 metres (length overall) LOA	Vessel Agent	Per Day	BHD 93.600
	Over 60 metres and up to 75 metres LOA			BHD 140.400
	Every 25 metres increase in LOA thereafter			BHD 46.800

3.4.2 Vessels calling for customs clearance only, are given a 50% reduction on above charges. Such a reduction shall not apply in case any activity other than customs clearance is handled while the Vessel is at lay-By.

3.4.3 Vessels calling for customs clearance or Lay-By shall be subject to pilotage and towage allin assistance as per 3.2.1.

3.4 Garbage

Ref. No	Category	Type of Vessel	On Account of	Unit	Charges in BHD
3.5.1	Garbage collection and disposal	Non-military	Vessel Agent	Per skip per day	BHD 13.000
		Cruise			BHD 35.100

3.5 Miscellaneous Charges – Marine

Ref no.	Category	On Account of	Unit	Charges in BHD
3.6.1	Granting permissions or issuing no-objection certificates at the request of the agent.	Vessel Agent	Per permission granted / certificate Issued	BHD 15.000
3.6.2	Harbour and Marine Manager or Marine Officer		Per hour	BHD 150.000
3.6.3	Pilot Boat used for non-pilotage related operations (Pilot Boat without Pilot)		Per hour	BHD 140.000
3.6.4	Mooring Boat Services			125% of service provider invoice
3.6.5	Service to Dead Ship, or to Ship restricted in ability to manoeuvre/Cold Move			100% surcharge
3.6.6	Cancellation of arrival, departure or shifting within one hour of when services were due to commence			50% of tariff rate shall be charged
3.6.7	No Objection for Fuel/Fresh water Supply		Per Instance	BHD 20.000
3.6.8	Gangway		Per Day	BHD 100.000

3.6.9	Storage of fenders, pontoon barges, small boats without Cargo, rafts		Per Item Per Day	BHD 55.000

3.6.10 Mooring boat services shall be subject to availability and the Port Operating Company does not offer any guarantees in this respect.

3.6 VTMS

Ref. No	Category	On Account of	Unit	Charges in BHD
3.7.1	VTMS Levy	Vessel Agent	Per vessel call	BHD 40.000

3.7.2 VTMS charge of BHD 40.000 per vessel call applies to all vessels entering and leaving Bahrain territorial waters and covers both inward and outward voyages.

3.7.3 Vessels owned by the Government of the Kingdom of Bahrain are exempted.

3.7.4 Foreign Navy vessels that are invited by the Government or on courtesy visits are exempted.

3.7.5 Private yachts are exempted.

3.7.6 Bahraini registered vessels which are working in Bahrain's territorial waters for more than 6 months are exempted.

4 CONTAINER CHARGES

4.1 Charges for Discharging/Loading of Import/Export Containers on Container Vessels

Ref no.	Category	On Account of	Status	Unit	Charges in BHD		
					Up to 20'	Over 20' & Up to 40'	Over 40'
4.1.1	Charges for discharging/loading of import/export Containers	Vessel Agent	Import Full	Per Container	BHD 41.900	BHD 64.700	BHD 99.000
			Export Full		BHD 41.900	BHD 63.600	BHD 97.400
			Empty		BHD 25.500	BHD 35.400	BHD 49.500

4.1.2 Rate includes lashing and unlashing.

4.1.3 Rate includes gate and Lift-on Lift-off (LOLO) charges.

4.1.4 25% Surcharge shall apply for discharge and load on non-cellular vessels.

4.1.5 Road transhipment containers pay the rate shown below in 4.2.1 and 4.2.2.

4.1.6 100% Surcharge shall apply for discharging/loading of below IMO classified Cargo and other Hazardous Cargoes requiring special handling.

- Class 1: Explosives (All)
- Class 5: Oxidizers – Only class 5.2

- Class 6: Poisonous substances – only class 6.1 and 6.2
- Class 7: Radioactive material. (All)

4.2 Charges for Discharging/Loading of Transhipment Containers (Full Cycle)

Ref no.	Category	On Account of	Status	Unit	Charges in BHD		
					Up to 20'	Over 20' & Up to 40'	Over 40'
4.2.1	Charges for discharging and loading (vice-versa) of Transhipment Containers (full cycle)	Container Operator	Full	Per Container	BHD 27.500	BHD 38.000	BHD 38.000
			Empty	Per Container	BHD 16.500	BHD 25.000	BHD 25.000

Ref no.	Category	Size	Status	Charges in BHD						
				6000+ Moves	10000 + Moves	14000 + Moves	18000 + Moves	22000 + Moves	40000 + Moves	60000 + Moves
4.2.2	Transhipment rate (full cycle) based on annual throughput	20'	Full	26.500	26.000	25.500	25.000	24.500	24.000	23.500
			Empty	16.000	15.500	15.000	14.500	14.000	13.500	13.000
		40' and above	Full	37.500	37.000	36.500	36.000	35.500	35.000	34.500
			Empty	24.500	24.000	23.500	23.000	22.500	22.000	21.500
Charges are on account of the Container Operator										

4.2.3 Rate includes lashing and unlashing.

4.2.4 Rate includes gate and LOLO charges.

4.2.5 Storage charges apply in addition to Charges for Discharging and Loading of Transhipment Containers.

4.2.6 25% Surcharge applies for discharge and load on non-cellular Vessels.

4.2.7 Road transhipment Containers pay the rate shown in 4.2.1 and 4.2.2.

4.2.8 100% Surcharge shall apply for discharging/loading of below IMO classified Cargo and other Hazardous Cargoes requiring special handling.

- Class 1: Explosives (All)
- Class 5: Oxidizers – Only class 5.2
- Class 6: Poisonous substances – only class 6.1 and 6.2
- Class 7: Radioactive material. (All)

4.3 Restows, Hatch Cover and Gear Box

Ref no.	Category	On Account of	Mode	Unit	Charges in BHD
4.3.1	Restows	Vessel Agent	Within Hatch	Per Move	BHD 21.200
			Via Quay	Per Move	BHD 25.000
4.3.2	Hatch Covers, Pontoons, Tween-decks, Stacking Frames		Via Quay	Per Move	BHD 50.000
4.3.3	Gear Box		Via Quay	Per Move	BHD 25.000

4.3.4 100% Surcharge shall apply for restows of OOG, IMO classified Cargo and other Hazardous Cargoes below requiring special handling.

- Class 1: Explosives (All)
- Class 5: Oxidizers – Only class 5.2
- Class 6: Poisonous substances – only class 6.1 and 6.2
- Class 7: Radioactive material. (All)

4.4 OOG and Other Containers requiring Special Equipment

Ref no.	Category	On Account of	Status	Unit	Charges in BHD
4.4.1	Charges for use of special equipment on OOG and Other Containers	Vessel Agent	Import/Export	Per Container	BHD 90.000
			Transhipment	Per Container	BHD 80.000

4.4.2 Special equipment charges shall apply for all Out-of-Gauge Containers, besides other containers that require the use of Special Equipment.

4.4.3 Special Equipment includes any gear other than a standard spreader for handling Containers. This shall include, but not be limited to:

- Wire slings
- Over height frame
- UC (Un-Containerised Cargo) Hook
- Special lifting equipment

4.5 Container Storage Charges

Ref no.	Category	Status	Period	Charges in BHD Per Day		
				Up to 20'	Over 20' & Up to 40'	Over 40'
4.5.1	Container Free Time and	Import Full	Up to 9 days	Free	Free	Free
			10 - 21 days	BHD 1.650	BHD 3.300	BHD 3.850

	Storage		22 – 31 days	BHD 2.200	BHD 4.400	BHD 4.950
			32 – 41 days	BHD 3.300	BHD 6.600	BHD 7.700
			Thereafter	BHD 5.500	BHD 11.000	BHD12.100
		Export Full	Up to 11 days	Free	Free	Free
			12 – 21 days	BHD 1.650	BHD 3.300	BHD3.850
			22 – 31 days	BHD 2.200	BHD 4.400	BHD 4.950
			32 – 41 days	BHD3.300	BHD 6.600	BHD 7.700
			Thereafter	BHD 5.500	BHD 11.000	BHD 12.100
		Empty or transhipment	Up to 11 days	Free	Free	Free
			12 - 19 days	BHD 1.100	BHD 2.200	BHD 2.475
			20 – 27 days	BHD 1.650	BHD 3.300	BHD 3.750
			28 – 35 days	BHD 3.300	BHD 6.600	BHD 7.500
			Thereafter	BHD 6.600	BHD 13.200	BHD 15.000

4.5.2 Container Storage Charges are payable as follows :

Status	**On Account of**
Import	Consignee
Export	Container Operator
Empty	Container Operator
Transhipment	Container Operator

4.5.3 Free time commences on the day the Container enters the Port by whatever means, and storage charges stop on the day the Container leaves the Port by whatever means.

4.5.4 100% surcharge shall apply for the storage of over-dimensional containers.

4.5.5 Storage charges for Containers with all IMO classified Cargo and other Hazardous Cargoes requiring special handling, are BHD 88.000 per Container per day and there is no free time for such Containers.

4.6 Reefer Services

Ref no.	**Category**	**Status**	**On Account of**	**Unit**	**Charges in BHD**
4.6.1	Reefer Electricity and Monitoring	Import	Consignee	Per Reefer Container Per Day	BHD 12.500
		Export	Vessel Agent		BHD 13.500
4.6.2	Reefer Pre-Trip Inspection (PTI)		Container Operator	Per Container	BHD 28.000

4.6.3	Reefer interior and condenser wash		Container Operator	Per Container	BHD 10.000
4.6.4	Attendance for trouble shooting of malfunctioning reefers & carrying out minor repairs		Container Operator	Up to 2 hours (between 0600 – 1800 hours)	BHD 25.000
				Up to 2 hours (between 1800 – 0600 hours)	BHD 37.500
				Up to 2 hours on Fridays & public holidays	BHD 37.500
				Over 2 hours Per Technician Per Hour	BHD 6.000
4.6.5	Refrigerant Gas		Container Operator	Per Kg	BHD 15.000
4.6.6	Spare parts for Reefer Repairs		Container Operator		Actual cost + Controller Charges as per 5.6.1 below

4.6.7 Reefer Electricity and Monitoring Charges are applicable for plugging/unplugging the Reefer Container, electricity charges and monitoring. In the event that a Reefer Container is seen not to be maintaining its set temperature, the agent's designated representative shall be contacted within a reasonable timeframe to take corrective action.

4.6.8 Reefer Electricity and Monitoring charges commences from the day the Container is plugged into the Port electricity supply.

4.6.9 Reefer monitoring is undertaken three times during the course of a day or at such time intervals that the Port Operating Company may determine from time to time.

4.6.10 Pre-cooling of Reefer Containers can be undertaken subject to a specific request. Reefer electricity and monitoring charges shall apply for pre-cooling activity as per 4.6.1 above. Pre-cooling services may require other activities including but not limited to the assignment of a specific Reefer Container to a booking, shifting of Reefer Container, which shall be charged for as per the Tariff.

4.7 Leakage

Ref no.	Category	On Account of	Status	Unit	Charges in BHD
4.7.1	Leaking Container Inspection and Administrative Charges	Container Operator	Non-Hazardous	Per Container	BHD 100.000
			Hazardous	Per Container	BHD 200.000

Ref no.	Category	On Account of	Status	Period	Unit	Charges in BHD		
						Up to 20'	Over 20' & Up to 40'	Over 40'
4.7.2	Leaking Container Storage	Container Operator	Non-Hazardous	Day 1 Onwards	Per Container per day	BHD 5.000	BHD 10.000	BHD 15.000
			Hazardous			BHD 10.000	BHD 20.000	BHD 30.000

4.7.3 Leakage related charges for transhipment containers shall be on account of the Container operator.

4.7.4 Containers found leaking shall be shifted to the designated Leaking Container Area (LCA) and kept under supervision. Shifting charges for Containers found to be leaking shall be BHD 40.000 per move.

4.7.5 Leaking Container storage charges shall apply from the day the Container has been found to be leaking.

4.7.6 After inspection, the Port Operating Company shall decide if a hazmat operation is to be carried out and if a specialist is required for this purpose. Any such services provided by the third party shall be invoiced directly to the Container Operator by the third party involved.

4.7.7 In the event service provider is not paid within 15 days from the date of the invoice, the Port Operating Company reserves the right to settle the invoice and charge it to the Container Operator with an additional 25% service fee.

4.7.8 All charges related to leakage shall be billed to the respective Container Operator and paid for in advance on an estimated basis, to be adjusted thereafter based on actuals.

4.8 Shifting Charges

Ref no.	Category	On Account of	Unit	Charges in BHD
4.8.1	Shifting Charges	Vessel Agent/Container Operator	Per move	BHD 25.000

4.8.1.1 Shifting charges shall apply for any Container move undertaken either within the stack or from one location within the Port to another, excluding moves to and from the stack for LCL and FCL Containers de-stuffed or stuffed at KBSP.

4.9 Crane Idling Charges

Ref no.	Category	On Account of	Unit	Charges in BHD

4.9.1	Crane idling as a result of: • Cancellation or delay without at least 12 hours prior notice. • Non-readiness of the Vessel. • Any stoppage during operations that is not on account of the Port Operating Company.	Vessel Agent	Per crane per hour	BHD 75.000

4.10 Container Late Gate Charges

Ref no.	Category	On Account of	Time of Request	Unit	Charges in BHD
4.10.1	Late gate charges for Containers gated in outside of gate timings or after Vessel cut-off	Vessel Agent	Prior Vessel berthing	Per Container	BHD 100.000
			After Vessel berthing		BHD 200.000

4.10.2 Time of request refers to the time when the written request for late gate of the Container was received by the Port Operating Company.

4.10.3 Requests for late gate shall not be accepted from any party other than the Vessel Agent and acceptance of such requests shall be subject to operational feasibility.

4.11 Container Freight Station (CFS)/Warehouse Charges

Ref No.	Category	Status	On Account of	Unit	Charges in BHD
4.11.1	FCL Container De-stuffing/Stuffing – Palletized Cargo	Import/ Export	Consignee/Shipper	Per FT	BHD 1.200
4.11.2	FCL Container Destuffing/Stuffing – Non-Palletized Cargo			Per FT	BHD 2.500
4.11.3	LCL Container Destuffing/Stuffing		Forwarding Agent	Per FT	BHD 3.600
4.11.4	Lashing of de-stuffed Cargo onto External trucks or viceversa	Import	Consignee	Per Truck	BHD 5.000
4.11.5	Storage of LCL Cargo	Import	Consignee	Per FT per day	BHD 0.040
		Export	Forwarding Agent		

Ref no.	Category	On Account of	Unit	Charges in BHD	
				Up to 20'	Over 20'
4.11.6	Charges for partial de-stuffing of container	Consignee	Per Container	BHD 15.000	BHD 30.000

4.11.7 LCL Charges apply for containers packed/unpacked at KBSP and include 9 days storage and movement of container to/from stack. Applicable container load/discharge fees also apply.

4.11.8 FCL charges applies to containers unpacked at the Port for direct delivery by the consignee. Applicable container load/discharge fees also apply.

4.11.9 Sweeping activity is included in the CFS de-stuffing charge and is performed by default upon de-stuffing of a Container. Separate charge for sweeping will only apply if the agent requests for sweeping in addition to the above.

4.11.10 Lashing material for lashing of de-stuffed Cargo onto external trucks shall be provided by the consignee/trucker.

4.11.11 50% overtime surcharge shall apply for CFS services performed as per 4.11.1 to 4.11.6, after 1700 hours or on Fridays and Public holidays.

4.11.12 15% surcharge shall apply for the de-stuffing/stuffing of Reefer Containers at the Port.

4.11.13 If the consignee fails to be present for the FCL Container to be opened at the designated appointment, then the Container shall be shifted from the shed to the Container yard. Thereafter a fresh appointment shall be taken after payment of Shifting Charges and a penalty of BHD 35 per Container to the Port Operating Company and other relevant charges to the line, before the Cargo is released to the consignee.

4.11.14 FCL cargo de-stuffed from a Container shall be taken delivery off within three (3) hours of the cargo being de-stuffed and customs cleared. Failure to do so shall attract the following charges, irrespective of the quantity of cargo remaining undelivered from a container:

- BHD 30.000 per 20' and BHD 50.000 per 40' and above, shall apply after completion of three (3) hours from the time cargo was de-stuffed and/or customs cleared.
- Should cargo remain un-delivered upon closure of CFS business hours at 1700 hours, then a charge of BHD 100.000 per TEU per day, shall be charged till such time that the cargo is taken delivery off.

4.11.15 100% surcharge shall apply for all FCL Containers having IMO classified Cargo and other Hazardous Cargoes specified below. For LCL Containers, 100% surcharge shall apply only for specific Cargoes within the Container that are IMO classified or hazardous in nature.

- Class 1: Explosives (All)
- Class 5: Oxidizers – Only class 5.2
- Class 6: Poisonous substances – only class 6.1 and 6.2
- Class 7: Radioactive material. (All)

4.11.16 Free time for FCL/LCL Containers/Cargo shall be calculated from the date of discharge or entry into the Port. No separate free days are applicable for Cargo once it is de-stuffed from a Container.

4.11.17 Special equipment charges of BHD 28.000 per Vehicle shall apply for the de-stuffing/stuffing of vehicles from/into Containers. This shall be in addition to the Container Destuffing/Stuffing charge shown in 4.11.1 to 4.11.6.

4.11.18 Charges for partial de-stuffing of container as per 4.11.6 shall apply to containers originally destined for de-stuffing outside of the port, but diverted by Customs to the CFS for a physical search of Cargo contents, which would then require such Containers to be partially de-stuffed based on customs instructions. If more than 20% of the cargo freight ton inside a container is de-stuffed then charges applicable for normal de-stuffing shall apply. Charges for partial de-stuffing of container referred to in 4.11.6 does not include grounding of containers. The Port Operating Company reserves the right to determine

what shall constitute as partial de-stuffing of a container, for purposes of applying customs search charges, based on the nature and packing of cargo within the container.

4.12 Miscellaneous Charges - Container

Ref no.	Category	On Account of	Unit	Charges in BHD	
				Up to 20'	Over 20'
4.12.1	Sweeping Containers	Container Operator	Per Container	BHD 5.500	BHD 11.000
4.12.2	Fitting or Removing Tarpaulins	Vessel Agent	Per Container	BHD 10.000	BHD 20.000

Ref no.	Category	On Account of	Unit	Charges in BHD
4.12.3	Bundling/Un-bundling Flat-Racks	Vessel Agent	Per container	BHD 14.600

4.12.4 All flat-racks loaded as bundles shall be charged loading/discharging charges as individual units.

Ref no.	Category	On Account of	Unit	Charges in BHD
4.12.5	Collapsing/un-collapsing flatracks	Vessel Agent	Per Container	BHD 5.500
4.12.6	Application and removal of placards		Per placard	BHD 3.300
4.12.7	Cost of placard if provided by the Port		Per placard	BHD 2.400
4.12.8	Checking seal in the Yard or gate		Per seal	BHD 3.500
4.12.9	Checking seal at the Vessel side		Per seal	BHD 9.000
4.12.10	Affixing seal to Container		Per seal	BHD 3.500
4.12.11	Selective loading		Per occurrence	BHD 4.000
4.12.12	Measuring Out of Gauge Containers		Per Container	BHD 9.000
4.12.13	Priority/same day booking for Container delivery	Consignee	Per Container	BHD 50.000

4.12.14 Collapsing/Un-collapsing of flat-racks is an activity where the sides of the flat-racks are collapsed down, or the sides are raised as per request by the line.

4.12.15 Placards and seals shall be provided by the Container Operator.

4.12.16 Shifting if required shall be charged for separately.

4.13 Administrative Charges – Container

Ref no.	Category	On Account of	Unit	Charges in BHD
4.13.1	Data amendment	Vessel Agent	Per Container	BHD 3.500
4.13.2	Certificate issued at the request of the Customer	Requestor	Per Document	BHD 12.000
4.13.3	Report issued at the request of the Customer		Per Document	BHD 2.500

4.13.4 Data amendment charges apply to any change to the initial data submitted or any additional data submitted with regard to the planned handling of a Container inside the Port or to any re-nomination or change, which includes but may not be limited to the following category of requests:

- Change Container number
- Change weight of the Container
- Change the seal of the Container
- Change Container line
- Change Container owner
- Change Container status
- Change Container category
- Change Container ISO
- Change Container size
- Change Container type
- Change Container group
- Change Container temperature
- Change Container commodity
- Change Container position
- Booking amendment – Change in Vessel/voyage – Change in port of discharge.

– Change in place of delivery.

4.13.5 The Port Operating Company reserves the right to refuse issue certificates.

Ref no.	Category	On Account of	Type	Frequency	Unit	Charges in BHD
4.13.6	Fine for undeclared, wrongly declared, poorly stowed or incorrectly packaged containers	Vessel Agent	Hazardous Cargo	First offence	Per Container	BHD 300.000
				Subsequent offences	Per Container	BHD 600.000
			Overdimensional or Overweight Containers	First offence	Per Container	BHD 150.000
				Subsequent offences	Per Container	BHD 300.000

5 GENERAL CARGO CHARGES

5.1 Stevedoring

Ref No.	Category	On Account of	Cargo Type	Quantity	Unit	Charges in BHD
5.1.1	Stevedoring – discharge and	Vessel Agent	General Cargo			BHD 1.800

	load (import, export and transhipment)		Cargo in bags - 50 Kgs or below		Per FT	BHD 3.050
			Cargo in bags - Above 50 Kgs			BHD 2.320
			Containers			BHD 5.250
			General Cargo Shifting – same hatch			BHD 1.549
			General Cargo Shifting – hatch to hatch			BHD 3.098
			Container Shifting – same hatch		Per container	BHD 7.350
			Container Shifting – hatch to hatch			BHD 14.700
			RO-RO Cargo	Up to 100 vehicles	Per Vehicle	BHD 2.800
				101 – 200 vehicles		BHD 2.250
				201 – 300 vehicles		BHD 1.800
				301 – 400 vehicles		BHD 1.450
				Above 401 vehicles		BHD 1.150

5.1.2 100% surcharge shall apply for stevedoring of all IMO classified Cargo, other Hazardous Cargoes specified below or Cargoes that are likely to cause environmental pollution due to dust/residue being generated during operations.

- Class 1: Explosives (All)
- Class 5: Oxidizers – Only class 5.2
- Class 6: Poisonous substances – only class 6.1 and 6.2
- Class 7: Radioactive material. (All)

5.1.3 50% overtime surcharge shall apply for stevedoring activity performed between from Saturday to Thursday between 2200-0600 hours or on Fridays and Public Holidays.

5.1.4 Any Container or equipment having ISO dimensions and standards, discharged from or loaded on a General Cargo Vessel, using an STS gantry crane shall be charged discharging/loading charges applicable for Containers. In addition a 25% surcharge shall apply for non-cellular Vessels. No separate stevedoring or port handling charges shall apply in such case.

5.1.5 Any Container or equipment having ISO dimensions and standards, discharged from or loaded on a General Cargo Vessel, using Vessel gear shall be considered as General Cargo and accordingly charged stevedoring, and port handling charges as per 5.1.1 and 5.2.1.

5.1.6 Stevedoring charges are payable in advance on a proforma basis and to be adjusted thereafter based on actuals.

Ref No.	Category	On Account of	Mode of Operation	Unit	Charges in BHD
5.1.7	Hatch covers, tweendecks and pontoons if Handled by the Port	Vessel Agent	On board the Vessel	Per move	BHD 21.200
			Across the quay	Per move	BHD 25.000

5.1.8 Opening and closing of hatches is the responsibility of the Vessel. If the Port carries out the operation, then charges shall apply. All gang waiting time during these operations shall be charged separately.

5.2 Port Handling

Ref No.	Category	On Account of	Cargo Type	Status	Unit	Charges in BHD
5.2.1	Port Handling	Consignee /Shipper	Indirect Delivery	Imports	Per FT	BHD 4.400
			Direct Delivery using port labour only	Imports	Per FT	BHD 3.300
			Direct Delivery from reefer vessel using port labour	Imports	Per FT	BHD 1.915
			Direct Delivery at Anchorage	Imports	Per FT	BHD 0.640
			Direct Delivery - Discharge on to barge or at Private Jetty	Imports	Per FT	BHD 1.915
			Direct Delivery of Bulk Cargo	Imports	Per FT	BHD 1.740
			Direct Delivery of Wheat/Grain	Imports	Per FT	BHD 1.160
			Livestock	Imports and Exports	Per head	BHD 0.300
			Indirect delivery using port labour only	Exports	Per FT	BHD 3.300
			Direct delivery using port labour only	Exports	Per FT	BHD 2.200
			Direct delivery from barge to ship	Exports	Per FT	BHD 1.915
			Sulphur	Exports	Per FT	BHD 1.915
			Bulk Cargo	Exports	Per FT	BHD 1.915

			Cargo not leaving the port	Transhipment	Per FT	BHD 3.500

5.2.2 100% surcharge shall apply for port handling of all IMO classified Cargo and other Hazardous Cargoes specified below.

- Class 1: Explosives (All)
- Class 5: Oxidizers – Only class 5.2
- Class 6: Poisonous substances – only class 6.1 and 6.2
- Class 7: Radioactive material. (All)

5.2.3 In case Cargo is to be discharged directly on to a barge, then such Cargo may be discharged either at anchorage or within the Port's basin. This shall be subject to the discretion of the Harbour and Marine Manager and prior approval from the Authority. Port handling charges shall be applicable as per 5.2.1.

Ref No.	Category	On Account of	Unit	Charges in BHD
5.2.4	Shifting of Cargo on-board Vessel	Vessel Agent	Per FT	BHD 3.900

5.3 Passenger Dues

Ref. No	Category	On Account of	Passenger Type	Per Unit	Charges in BHD
5.3.1	Passenger dues	Vessel Agent	Manifested passenger or tourist on nonmilitary Vessel	Per passenger	BHD 3.000

5.4 RO-RO Cargo - Port Handling Charges

Ref No.	Category	On Account of	Weight	Unit	Charges in BHD	
					Import / Export	Transhipment
5.4.1	Port Handling for RO-RO Cargo	Consignee	Less than 5 metric tons (MT)	Per vehicle	BHD 19.400	BHD 25.900
			5 – 10 MT	Per vehicle	BHD 25.900	BHD 38.800
			Over 10 MT	Per vehicle	BHD 38.800	BHD 51.700

5.4.2 Cargo handling charges for RO-RO Cargo includes the movement of vehicles from the quay to the General Cargo Yard.

5.4.3 Movement of vehicles from the Vessel to the quay shall be arranged by the Vessel agent.

5.4.4 Above rates are applicable for vehicles moving under own power only.

5.4.5 Non RO-RO/Break Bulk Cargo discharged, loaded or transshipped on RO-RO Vessels shall be charged port handling as per 5.2.1.

5.4.6 Vehicle/Units not moving under own power shall be treated as Break Bulk Cargo and shall be charged port handling as per 5.2.1

5.4.7 Any equipment used on RO-RO Vessels shall be charged as per actual use.

5.4.8 50% surcharge shall apply for Port handling of tracked vehicles.

5.4.9 Charge of BHD 10.000 per vehicle shall apply for stalled vehicles that require being jump started or towed using a towing truck.

5.5 Storage

Ref No.	Category	Type of Cargo	On Account of	Period	Unit	Charges in BHD
5.5.1	Storage - Open Area (Import, Export and Transhipment)	General Cargo	Consignee /Shipper	Up to 9 days	Per FT per day	Free
				10 – 22 days		BHD 0.050
				23 – 33 days		BHD 0.075
				Thereafter		BHD 0.150
		Vehicles / RO-RO / Mafi Trailers		Up to 9 days	Per vehicle per day	Free
				10 – 18 days		BHD 2.600
				19 – 26 days		BHD 5.200
				Thereafter		BHD 6.500
5.5.2	Lease of warehouse/covered storage area	Warehousing space is available within the custom bonded port premises subject to approval from the authorities and a lease agreement.				

5.5.3 Free time for General Cargo export, import or transshipment stored in an open area shall be 9 days.

5.5.4 Free time for Vehicle/RORO/Mafi trailers for export, import or transhipment stored in an open area shall be 9 days.

5.6 Manpower Resources

Ref No.	Category	Type of Resource	On Account of	Unit	Charges in BHD
5.6.1	Providing manpower resources	Labour/tally clerk/signalman/hopper operator	Vessel Agent	Per Man Hour	BHD 3.750

		Foreman/supervisor/controller			BHD 4.070
		Vessel crane operator			BHD 13.200
		Rigger			BHD 4.000

5.6.2 All manpower related charges shall be subject to a minimum charge of 4 hours.

5.6.3 Rates for manpower resources indicated in 5.6.1, shall apply only for cases where individual manpower resources are ordered.

5.6.4 If stevedoring gangs are kept waiting after being ordered, due to reasons including but not limited to, arrival of the Vessel, delay in commencement of work, opening or replacing hatch covers, lashing/un-lashing of Cargo, shifting of Cargo, cleaning holds, dunning, delays to Cargo/truck supply, delay in feeding of Cargo, Vessel crane breakdown, or other reasons attributable to the Vessel and/or agent, then Charges for manpower on standby, shall be charged to the Vessel Agent at rates shown in 5.6.1. Charges for manpower on standby, shall not apply if hatch-covers are being handled by the Port Operating Company.

5.6.5 50% surcharge shall apply for manpower resources deployed between from Saturday to Thursday between 2200-0600 hours or on Fridays and public holidays.

5.7 Miscellaneous Charges - General Cargo

Ref. No	Category	On Account of	Unit	Charges in BHD
5.7.1	Measuring Cargo	Requestor	Per CBM	BHD 0.200
5.7.2	Cleaning deposit	Consignee/Shipper	Per Vessel call	BHD 500.000

5.7.3 Service of measuring cargo is rendered upon request. Charges for measuring Cargo shall be subject to a minimum of BHD 17.000.

5.7.4 Cleaning Deposit applies to bulk and break-bulk Vessels. Deposit is refundable within 24 hours of Vessel departure, subject to berth being free of debris and waste from Vessel or Cargo. In the event that the berth requires cleaning after Vessel departure as a result of Cargo debris and waste from Vessel or Cargo, the cost of cleaning shall be billed to the Vessel agent. The deposit shall be refunded on settlement of cleaning charges.

6 GENERAL CHARGES

6.1 Equipment and Gear Charges

Ref No.	Category	Type of Equipment	On Account of	Capacity	Unit	Charges in BHD
6.1.1	Equipment charges	Fork lift	Requestor	Up to 3 Tons	Per hour	BHD 9.500
		Fork lift		Up to 5 Tons		BHD 12.500
		Fork lift		Up to 8 Tons		BHD 15.000
		Fork lift		Up to 15 Tons		BHD 19.000
		Fork lift		Up to 25 Tons		BHD 31.700
		Crane		Up to 65 Tons		BHD 39.000
		Trailer (flatbed)				BHD 15.500
		Trailer (RO-RO)				BHD 18.000
		Towing tractor				BHD 26.000
		4x4 Towing tractor with gooseneck				BHD 32.000
		Man lifter				BHD 200.000
		STS gantry crane		Max 100 MT under the hook	Per lift	BHD 100.000

6.1.1.1 STS gantry crane charge includes equipment and operator only. Any gear required for use along with the STS gantry crane shall be charged for on the basis of actual use.

6.1.1.2 All equipment related charges shall be subject to a minimum charge for 4 hours.

6.1.1.3 All equipment rates are inclusive of driver and fuel.

Ref No.	Category	Type of Gear	Dimensions		SWL	Unit	Charges in BHD
			Millimeter	Feet			
6.1.2	Gear charges	Manual spreader		20	35 tons	Per day	BHD 50.000
		Manual spreader		40	40 tons		BHD 75.000
		Spreader bar			35 tons		BHD 11.000
		Fork lift safety cage					BHD 30.000
		Container ramp (small)					BHD 30.000
		Container ramp (large)					BHD 45.000
		Wire sling	16	6	3 tons		BHD 7.000
		Wire sling	18	30	4 tons		BHD 7.000
		Wire sling	18	40	4 tons		BHD 7.000

		Wire sling	24	14	7 tons		BHD 9.000
		Wire sling	24	45	7 tons		BHD 9.000
		Wire sling	26	25	8.5 tons		BHD 9.000
		Wire sling	26	45	8.5 tons		BHD 9.000
		Wire sling	30	10	12 tons		BHD 17.000
		Wire sling	30	20	12 tons		BHD 17.000
		Wire sling	32	40	13 tons		BHD 17.000
		Wire sling	36	7	18.5 tons		BHD 17.000
		Wire sling	38	30	18.5		BHD 17.000

					tons		
		Wire sling	45	20	25 tons		BHD 17.000
		Belt sling	6	10	6 tons		BHD 9.000
		Belt sling	10	10	10 tons		BHD 17.000
		Belt sling	12	10	20 tons		BHD 17.000
		Belt sling	12	10	35 tons		BHD 17.000
		Chain sling	14	20	5 tons		BHD 7.000
		Chain sling	16	20	8 tons		BHD 9.000
		Chain sling	20	25	12.5 tons		BHD 17.000
		Rope sling	26	8	2 tons		BHD 6.000
		Rope sling	20	20	2 tons		BHD 6.000
		Shackles	Bow		4.75 tons		BHD 0.600
		Shackles	Bow		8.5 tons		BHD 1.100
		Shackles	Bow		12 tons		BHD 1.100
		Shackles	Bow		17 tons		BHD 4.000
		Shackles	Bow		35 tons		BHD 5.500
		Hook	Eye		3.2 tons		BHD 9.000
		Hook	Eye		7.5 tons		BHD 11.000
		Hook	Eye		10 tons		BHD 13.000
		C-Hook			1.5/2.5/3 tons		BHD 30.000
		Safety harness and lanyard					BHD 10.000
		Container lifting lugs (top and side) – per set of 4 pieces			50 tons		BHD 40.000
		Pipe lifting hooks (set)			2 tons		BHD 9.000

		Pipe lifting hooks (set)			5 tons		BHD 11.000
		Plate lifting clamps (set)			6 tons		BHD 22.000
		Steel plate					BHD 15.000
		Crowbar					BHD 5.000
		Ladder		10			BHD 10.000
		Ladder		20			BHD 15.000
		Ladder		40			BHD 21.000
		Wire cutter					BHD 5.000
		Spanner/rod					BHD 3.000
		Saw/hammer/shovel					BHD 5.000
		Binding machine					BHD 15.000
		Hydraulic wire cutter					BHD 25.000
		Electric saw					BHD 25.000
		Cargo net sling					BHD 12.500
		Tug line/broom stick					BHD 3.000
		Gangway for livestock Vessels					BHD 75.000
		Steel strap				Per metre	BHD 1.500
Gear charges are on account of the requestor							

6.1.3 Container ramp (small) is used for Containers placed at ground level, while Container ramp (large) is used for Containers that are placed either on a truck or an elevated platform.

6.1.4 All above rates are subject to availability of gear.

6.2 Administrative Charges - General

Ref. No	Category	On Account of	Frequency	Unit	Charges in BHD
6.2.1	Document issued or attested at request of Customer	Requestor		Per document	BHD 13.000
6.2.2	Document amendment			Per amendment	BHD 3.500
6.2.3	Photograph charges			Per photograph	BHD 2.000
6.2.4	Weighbridge charges	Consignee /Shipper		Per operation	BHD 3.500
6.2.5		Consignee /Shipper	First offence	Per occurrence per container	BHD 300.000

	Penalty for mis-declaration of Tonnage, measurement, piece count or commodity		Subsequent offences	Per occurrence per container	BHD 600.000
6.2.6	Penalty for undeclared, misdeclared, poorly stowed or incorrectly packaged Hazardous Cargo	Vessel Agent	First offence	Per occurrence per container	BHD 150.000
			Subsequent offences	Per occurrence per container	BHD 300.000
6.2.7	Penalty for mis-declaration of ISO specifications, errors between discharge/load list and EDI transmissions, containers physically in different slot as compared to stowage plan	Vessel Agent		Per occurrence per container	BHD 3.500
6.2.8	Penalty for delay in external trucks not departing the Port after completion of Cargo operations	Consignee /Shipper		Per truck per hour	BHD 10.000

6.2.9 Weighbridge charges do not include any additional shifting of Containers/Cargo, which if undertaken, shall be charged for separately.

6.3 HSSE Charges

Ref. No	Category	On Account of	Unit	Charges in BHD
6.3.1	Security guard	Requestor	Per guard per hour	BHD 25.000
6.3.2	Annual port pass		Per pass	BHD 15.000
6.3.3	Daily port pass		Per pass	BHD 2.000
6.3.4	Weekly port pass		Per pass	BHD 8.000
6.3.5	Quarterly port pass		Per pass	BHD 10.000

6.3.6 Charges for security guard shall be subject to a minimum of 4 hours.

6.3.7 Deployment of a security guard shall be mandatory for Dhows calling KBSP or for any activity deemed to require close supervision due to the nature of the given activity.

6.3.8 In case of loss of an existing port pass, a replacement port pass shall be issued at a cost that is 120% of the normal charge applicable.

6.3.9 Bonafide personnel belonging to government agencies shall be issued a port pass without any charges, subject to 6.3.8 above.

6.3.10 The Port Operating Company reserves the right to grant suitable exemptions for subcontractors/vendors, if they are engaged in activities that have a valid Permit to Work issued by the Port Operating Company, subject to 6.3.8 above.

6.4 Maintenance and Repair

Ref. No	Category	On Account of	Unit	Charges in BHD
6.4.1	Retrieving data from Reefer data logger	Container Operator	Per Container	BHD 9.000
6.4.2	Receiving / delivering parts / materials from Vessel to workshop and vice versa		Per Man Hour	BHD 15.000

7 IMPORTANT NOTICE

The headings used in this document are for information only and not to be construed as exhaustive description of services or rates/charges discussed elsewhere in this Tariff.

By subscribing to the services of the Port Operating Company, the Customer agrees to be bound by the terms and conditions prescribed in the Terms of Business available at the following link: http://www.apmterminals.com/en/operations/africa-middle-east/bahrain/aboutus/business-center;

The Customer acknowledges and confirms to have read and understood the Terms of Business (as amended from time to time) and confirms its applicability in full to all agreements and other obligations that may exist between the Port Operating Company and the Customer from time to time. To this extent any other terms and conditions, whether provided by the Customer or any third party, (unless previously agreed upon in writing with the Port Operating Company) are expressly excluded.

The Port Operating Company reserves the right and discretion to amend or revise the Terms of Business without notice. Any such amended or revised versions of the Terms of Business shall be made available to the Customers on the Port Operating Company's website.

Version: 06
Year: 2022

SCHEDULE OF CHARGES FOR TERMINAL SERVICES AT SOKHNA CONTAINER TERMINAL, EGYPT

STANDARD TARIFFS
For
SHIPPING LINES

Applied from 1 st June 2022 until 31st December 2022

Urs Moll

Country Manager, Egypt

Alia El-Gammal

DP WORLD Sokhna Commercial Department

Head of Commercial Sokhna / Egypt

1	STEVEDORING SERVICES	20'	40' / 45'
1.1	SHIP OPERATIONS (LOAD / DISCHARGE)	USD	USD
a	Full Discharge full container from vessel and transfer to the stack yard. Load Full container re-export car o on vessel from stack yard	165.00	250.00
b	Empty Discharge empty container from vessel and transfer to the stack yard. Load empty container on vessel from stack yard	95.00	143.00
c	In Transit Full; onto road I rail transport Discharge fu// transit container from vessel, transfer to the stack yard and load on the trans nation means	199.00	299.00
d	In Transit Empty; onto road / rail transport	110.00	167.00
e	Hatch Covers; per hatch lid off/on Offload the hatch cover from vessel and load back again (2 moves per hatch)	200.00	
1.2	EGYPTIAN EXPORT CARGO Load Full container (Egyptian origin Cargo) on vessel from stack yard Export containers with Egyptian origin Cargo only will be offered a discount of 50% off the official standard rate. This is Government incentive to encourage Egyptian exports is subject to continued support from the Egyptian Govt.	83.00	125.00
1.3	TRANSSHIPMENT		
a	Full Discharge full transshipment container from vessel, transfer to the stack yard and load on the upcoming vessel (for two moves to biffed to discharging vessel)	140.00	210.00
b	Empty Discharge Empty transshipment container from vessel, transfer to the stack yard and load on the upcoming vessel (for two moves to billed to discharging vessel)	100.00	150.00
2	OTHER STEVEDORING SERVICES	20'	40' / 45'
2.1	RE-HANDLE OF CONTAINERS RESTOWS	USD	USD
	Restowed Container per move Restow Cell To Cell same bay is 1 move Restow via quay is 2 moves	64.00 Per Move	96.00 Per Move
2.2	OVER DIMENSION OR DEFORMED, ISO CONTAINER		
	Stevedoring charges as item (1&2) plus surcharges as per rates below.		
a	Import Containers	130.00	195.00
b	Export Containers	64.00	96.00
c	Transit Containers	144.00	216.00
d	Empty Containers	74.00	111.00

2.3	HAZARDOUS CONTAINERS	
	Stevedoring charges as item (1, 1.1 and 1.2) plus surcharges as per rates below.	

	All IMO Classes Adding 50% of the tariff mentioned item 1, 1.1 - on the Stevedoring charges as item (1, 1.1 and 1.2)	50% of basic tariff	
3	HANDLING SERVICES	20'	40' / 45'
3.1	EMPTY CONTAINERS	USD	USD
a	Lift Off empty containers "excluding returned back from local release less than 30 days" From transportation means (Truck / Rail) to stack yard	21.00	32.00
b	Lift On empty containers From stack yard onto transportation means (Truck / Rail)	21.00	32.00
c	General shifting of container per move Transfer the container from stack to another	31.00	47.00
3.2	FULL CONTAINERS		
a	Lift On full containers From stack yard onto transportation means (Truck / Rail)	21.00	32.00
b	Lift Off full containers From transportation means (Truck / Rail) to stack yard	21.00	32.00
c	General shifting of container per move Transfer the container from stack to another	31.00	47.00
4	INSPECTION SERVICES	20'	40' / 45'
4.1	TRANSIT CONTAINERS	USD	USD
a	Inspection for transit container	34.00	56.50
b	Stay at inspection yard more than one day - per day	17.00	25.50
5	Ground Rent	20'	40' / 45'
5.1	EMPTY CONTAINERS	USD	USD
a	Free Pool Calculated on a total 001 of 2 500 TEU as r half ear contribution percentage for each line		
b	Over free pool (tariff per TEU per day)	6	
C	Totally damaged Empty Containers (tariff per TEU per day)	16	
5.2	FULL CONTAINERS: TRANSIT & TRANSSHIPMENT - Normal Cargo		
a	First 7 days	FREE	
b	From 8th to 10th day (per day rate)	3.00	6.00
c	From 11th to 13th day (per day rate)	5.00	10.00
d	From 14th to 16th day (per day rate)	7.00	14.00
e	Thereafter (per day rate)	9.00	18.00
5.3	FULL CONTAINERS: TRANSIT& TRANSSHIPMENT - Hazard Cargo		
a	From 1st to 6th day (per day rate)	4.50	9.00
b	From 7th to 9th day (per day rate)	7.50	15.00
c	From 10h to 12th day (per day rate)	10.50	21.00
d	Thereafter (per day rate)	13.50	27.00
5.4	FULL CONTAINERS; TRANSIT & TRANSSHIPMENT - Special Equipment		
a	First 3 days	FREE	

b	From 4th to 6th day	(per day rate)	6.00	12.00
c	From 7th to 9th day	(per day rate)	10.00	20.00
d	From Io^n to 12^tn day	(per day rate)	14.00	28.00
e	Thereafter	(per day rate)	18.00	36.00

5.5	FULL CONTAINERS: EXPORT – Normal Cargo		
a	First 10 days	FREE	
b	From 11th to 13th day (per day rate)	12.00	24.00
c	Thereafter (per day rate)	20.00	40.00
5.6	FULL CONTAINERS: EXPORT - Hazard Cargo		
a	First 3 days	FREE	
b	From 4th to 10th day (per day rate)	9.00	18.00
c	Thereafter (per day rate)	15.00	30.00
5.7	FULL CONTAINERS: EXPORT – Hazard Cargo		
a	First 3 days	FREE	
b	From 4th to 10th day (per day rate)	12.00	24.00
c	Thereafter (per day rate)	20.00	40.00
6	MISCELLANEOUS	20'	40' / 45'
6.1	REEFER CONTAINERS	USD	USD
a	Plug-in/plug-out and electricity power supply per 24 Hours or part thereof. Monitoring of Reefers (3 readings per day) are optional and can be performed at the request of shipping line at no additional cost.	16.00	
b	Reefer container electricity check by DP World inclusive of Electricity Power Supply as requested by Line (PTI)	20.00	
c	Electricity power supply for reefer inspection (for failed PTI reefers)	5.00	
d	Mounting / Demounting of Gen Set (including any extra handling)	35.00	
e	Download Data Logger Downloading the reefer data logger during a specified period of time- As requested by Line.	10.00	
f	Gen set Rental Low Season (1st July to 30th November)- High Season (1st December to 30th June) As requested by Line	Low Season	High Season
		100.00	130.00
g	Change Power Plug Replacing defected power plugs in case found broken, earthed, missing safety pin, missing gasket, or in-genuine.	25.00	
h	Splice Kit Splicing power cable in case found cut or with improper splices.	25.00	
i	Cable Replacement (15 Meter) Replacing defected power cab/e in case found earthed, in-genuine, damaged, or having more tha 3 s /ices.	135.00	

j	Cable Elongation+ one Splice Kit Elongation of cable in case found less than 15 meters.	Cable Meter	Splice Kit
		10.00	25.00
k	Reefer Setting Adjustment Modifying the reefer setting(s) against the customer request in case the new required settings are different from the PTI requested settings.	2.00	
l	Software Update Updating the reefer software against the customer's request.	10.00	
m	Cold Treatment Preparation Preparation of reefer for cold treatment inside the Terminal. The service includes: Selection of the reefers that can be used for CT based on Shipping Line's criteria- Grounding reefer- power supply during reefer preparation – supply, installation and calibration of 3 USDA probes- Data logger download prior container loading.	300.00	
n	Grounding Faulty Reefer for Repair (same stack)	21.00	32.00
o	Moving Faulty Reefer from Stack To Repair Area\Workshop	42.00	64.00
6.2	OTHER SERVICES		
a	Shut- Out Charges for Containers Cancel export full container from nominated vessel includes yard shifts	50.00	100.00
b	Knocking down and nesting flat racks per unit Fold flat rack and nest onto another FR per unit	40.00	
c	Weighing fees of containers; exclude of moves	10.00	
d	EDI Service Fees (Per Vessel when manual data input to the port systems)	460.00	
e	Placement or removal of Hazardous sticker, per Container.	10.00	
f	Affixing Seal. When required, per container.	7.50	
g	Sweeping of Container, As requested by Line or Agent Per TEU excluding the moves	5.00	
h	Security charges Applied on full containers	10.00	
i	Shifting to Unify Door Direction — Per Box	20.00	
j	Spraying diluted chlorine for import empty containers External spraying – Applied on import empty containers upon discharge	30.00 EGP	
6.3	ADMINISTRATION SERVICES		
	Change of Status, Vessel, destinations, difference of weight additional to relevant other charges. Per container. Excludes o rational re-handles (shifting) which result from the change	20.00	
6.4	SSR		
	Addition of full container after cut- off time - subject to Terminal's approval Reefer NIL Till vessel alongside and operation not yet started	10	20
B	Addition of Empty container after cut- off time - subject to Terminal's approval Reefer NIL Till vessel alongside and operation not yet started	5	10
C	Addition of full container after Vessel Berthing - subject to Terminal's approval	20	40

D	Addition of Empty container after Vessel Berthing - subject to Terminal's approval	10	20
E	Special Service Request	20.00	30.00
F	Short Notice container shifting order (Less than 12 Hrs) Charges	10.00	20.00
G	Short Notice container Rail Wagon Loading order (Less than 12 Hrs) Charges	10.00	20.00
H	Wharfage After Completion of Vessel Operation Per hour rate applicable from the requested berth vacation time until the actual berth vacation with a maximum of 10 000 US$ per day.	3,000 US$ per hour (or part thereof)	
I	Vessel Cancelation To be applied on the vessel operator in case of omitting Sokhna port.	2,500	
ALL OTHER SERVICES NOT DETAILED WITHIN THIS DOCUMENT WILL BE AS PER THE DP WORLD SOKHNA DISCRETION OR OFFICIAL GOVERNMENTAL DECREES.			
The tariff structure Rates may change at the discretion of DP World Sokhna.			

Schedule II

Container Terminal Services
General Tariff
(2020)

SCCT General Tariff (2020)

1- All rates in USD.

1.0 Handling Charges

No.		Item Description	Per Container	
			20 ft	40/45 ft
1.1	a.	Discharging and Loading of transshipment Full containers	145	
	b.	Discharging of Full Container	72.5	
	c.	Loading of Full Container	72.5	
1.2	a.	Discharging and Loading of transshipment Empty containers	126.44	
	b.	Discharging of Empty Containers	63.22	
	c.	Loading of Empty Containers	63.22	
		* Applicable THC + 20% for containers handled below deck on vessels without cell-guides (item 1.1 & 1.2)		
1.3		Handling of Non standard containers (OOG)		
	a.	(in case of using normal spreader/fixed extensions per move)	250%	
	b.	(in case beyond the ability of the over height spreader and using of wires per move)	700%	

1.4		Handling of hazardous containers		
	a.	IMO classes except 1, 5.2, 6.1, 6.2 and 7	200%	
	b.	IMO classes 1, 5.2, 6.1, 6.2 and 7 (subject PSPA approval)	300%	
1.5	a.	Restow Via Hatch (Full or Empty container hatch to hatch)	123.36	
	b.	Restow Via quay (Full or Empty container ship to quay to ship)	123.36	
1.6	a.	Discharge or Load hatch lids (per lid) one way (per move)	219	
	b.	Discharge or Load hatch lids (per lid) one way using wires (per move)	511	
	1.7	Discharge or Load twist lock bins (per move)	145	
	1.8	Gate Out for Full containers (Move full container from stack to gate)	71	107
	1.9	Gate In for Full containers (Move full container from gate to stack)	59.62	78
	1.10	Gate Out or Gate In for Empty containers	50.37	56.54

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2.0 Storage Charges

No.	Item Description Rates apply per day (part of day considered one day)	Per Container 20ft	 40/45ft
2.1	Full Containers (Non Hazardous or Reefer) (Standard Containers)		
	First 5 Days	0	0
	6 - 10 Days	9.25	18.50
	11 Days and over	18.50	37
2.2	Empty Containers		
	First 5 Days	0	0
	6 Days and over	9.25	18.50
2.3.1	Full (Hazardous) Containers (except Class 1, 5.2, 6.1, 6.2 and 7)		
	First 5 Days	9.25	18.50
	6 - 10 Days	18.50	37
	11 - 20 Days	74	148
	21 - 30 Days	296	592
	31 Days and over	Yard Occupancy	
2.3.2	Full (Hazardous) Containers (Class 1, 5.2, 6.1, 6.2 and 7)		
	First 5 Days	19	37
	6 - 10 Days	37	74
	11 - 20 Days	148	296
	21 - 30 Days	592	1,184
	31 Days and over	Yard Occupancy	
2.4	Hazardous tank Containers (for tanks loaded with Hazardous cargo or empty without certificate) per day.		
	First 5 Days	18.50	37.0
	6 - 10 Days	37	74
	11 - 20 Days	148	296
	21 - 30 Days	592	1,184
	31 Days and over	Yard Occupancy	
2.5.1	Reefer Storage (Standard storage for reefer containers)		
	First 5 Days	0	0

No.	Item Description Rates apply per day (part of day considered one day)	Per Container 20ft	 40/45ft
	6 - 10 Days	12.34	24.67
	11 Days and over	24.67	49.34
2.5.2	Reefer Charges (monitoring using REFCON system) (Including plug and unplug power in container yard and monitoring) charges in addition to standard storage		
	First 5 Days	22.62	
	6 Days and over	45.23	
2.5.3	Reefer Charges (monitoring not using REFCON system) (Including plug and unplug power in container yard and monitoring) charges in addition to standard storage		
	First 5 Days	31.87	
	6 Days and over	63.74	
2.6	Storage of Break-Bulk and OOG containers (per 20' container killed ground slot)		
2.6.1	Storage of Break-Bulk (per 20' container killed ground slot)		
	First 5 Days	43.18	
	6 Days and over	86.35	
2.6.2	Storage of OOG containers (per 20' container killed ground slot)		
	First 5 Days	43.18	
	6 Days and over	86.35	
2.7	Storage of Leakage Containers (In addition to standard storage rate)		
		64.76	129.53
	First 5 Days	129.53	259
	6 - 10 Days 11 - 20 Days	518	1,036
	21 - 30 Days	2,072	4,145
	31 Days and over	Yard Occupancy	
2.8	Storage of Bundled Empty Flat Racks.		
		0	0
	First 5 Days	9.25	18.50
	6 Days and over		

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3.0 Additional Services

No.	Item Description	Per Container 20 ft	Per Container 40/45 ft
3.1	Cargo Inspection (not including move to/from inspection area)	52	70
3.2	Inspection Move (move to/from inspection area)	95	
3.3	PTI Process (not including yard moves if any)	25	
3.4	PTI Move (moving to/from pre-trip inspection yard)	95	
3.5	Reefer Monitoring Record - log file (not including yard moves if any)	15	
3.6	Amending Reefer Settings (not including yard moves if any)	15	
3.7	Data logger retrieval (not including yard moves if any)	15	
3.8	Reefer Power Plug Installation	57	
3.9	Reefer Power Cable Installation (by meter)	15	
3.10	Splice/Repair Power Cable	68	
3.11	Clip on/off	20	
3.12	Weighing cargo as per weight receipt (including handling within the terminal)	112	
3.13	VGM request prior gate in activity (per container)	15	
3.14	VGM request after actual gate in activity (per container)	50	
3.15	VGM discrepancy penalty (per container) (+/- 1 ton tolerance)	50	
3.17	OOG dimensions measuring (including handling within the terminal)	106	
3.18	Additional shift within the container terminal (per move)	47	
3.19	Empty Segregation (per Container)	27	
3.20	Rejected Empty Units	47	
3.21	Blocking Empty Containers (per Container)	27	
3.22	Nominating a Specific Empty Containers (per shift)	47	
3.23	Rotating transshipment containers	47	
3.24	Undeclared dangerous goods	822	
3.25	Adding or Removing IMO Labels (including handling within the terminal)	106	
3.26	IMO Labels	6.17	
3.27	Change of status/attributes (Renomination)	31	
3.28	Late Gate-in (per container)	79	
3.29	Hot Connection Surcharge (per container)	79	
3.30	Interchange between lines (including handling within the terminal)	64	
3.31	Cross stuffing (not including yard moves if any)	405	574
3.32	Stuffing (local cargo)	124	162
3.33	Stripping (local cargo)	124	162
3.34	Stuffing (Bulk)	102	136
3.35	Fitting tarpaulins/refitting (not including yard moves if any)	106	
3.36	Lashing of cargo on containers	Addendum 1	
3.37	Labor (per hour - min 3 hrs)	81	

3.38	Bundling or knocking down flat racks (per unit)	28
3.39	Issuing Weight Certificates (not including yard moves if any)	17.48
3.40	Administrative Fees	17.48
3.41	Vessel Cancellation/Delay	5,654
3.42	Minimum Crane Deployment charge (per hour)	1,621
3.43	Crane delay (per hour)	1,621
3.44	Yard Equipment (per hour)	810
3.45	Using Terminal Emergency Equipment	565
3.46	Forklift (per hour)	113
3.47	Container Garbage Removal (Per Container) (including handling within the terminal)	62
3.48	Special Stowage on Vessel (per container)	47
3.49	Berth Occupancy (per 50 meters per day). part of day considered one day (Minimum 50 meters)	
	First 7 Days	6,682
	8 - 14 Days	9,766
	15 - 21 Days	14,906
	22 Days and Over	20,560
3.50	Yard Occupancy (per sqm per day)	648
3.51	Manual Twist Lock Surcharge (Per Move, In addition to standard handling rate)	23
3.52	Energy & Fuel Subsidy Surcharge (Per Move, In addition to standard handling rate)	6.17

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3.0 Additional Services

No.	Item Description	Per Container 20 ft	Per Container 40/45 ft
3.32.1	Turn buckle eye to eye 8 MM (per piece)	4.00	
3.32.2	Turn buckle eye to eye 16 MM (per piece)	11.00	
3.32.3	Turn buckle eye to eye 20 MM (per piece)	18.50	
3.32.4	Turn buckle eye to eye 25 MM (per piece)	43.00	
3.32.5	Lashing Shackles WLL 03 Tons (per piece)	3.75	
3.32.6	Lashing Shackles WLL 05 Tons (per piece)	5.00	
3.32.7	Lashing Shackles WLL 07 Tons (per piece)	8.00	
3.32.8	wire rope size 08 mm (per meter)	2.75	
3.32.9	wire rope size 12 mm (per meter)	5.00	
3.32.10	wire rope size 16 mm (per meter)	9.00	
3.32.11	wire rope size 20 mm (per meter)	14.00	
3.32.12	wire clamp size ¼ inch (per piece)	1.00	
3.32.13	wire clamp size ½ inch (per piece)	2.00	
3.32.14	wire clamp size ¾ inch (per piece)	3.75	
3.32.15	wire clamp size one inch (per piece)	6.75	
3.32.16	Chain binder tightener size 3/8" 5/16" (per piece)	55.50	
3.32.17	Ratchet Chain Binder 3/8" 5/16" (per piece)	99.75	
3.32.18	Ratchet Chain Binder 1/2" - 5/8" (per piece)	128.50	
3.32.19	Chain 3/8" with hardness 8 or T (per meter)	24.50	
3.32.20	Chain 1/2" with hardness 8 or T (per meter)	38.50	
3.32.21	Gap hook size 3/8" (per piece)	10.50	
3.32.22	Gap hook size 1/2" (per piece)	14.75	
3.32.23	WOVEN POLYESTER WEBBING 50 MM // WLL 5,000 daN // FITTINGS LB5020 / LB5050 / LF 5050 (per meter)	0.50	
3.32.24	WELDED LASHING BUCKLE LB5050 // TENSILE STRENGTH 5,000 daN// WIDTH WEBBING 50 MM (per piece)	10.00	
3.32.25	DROP FORGED LASHING BUCKLE LF5050// TENSILE STRENGTH 5,000 daN // WIDTH WEBBING 50 MM (per piece)	5.00	
3.32.26	LASHING HOOK – LH5050 // TENSILE STRENGTH 5,000 daN // WIDTH WEBBING 50 MM (per piece)	2.00	
3.32.27	Cord strap cargo edge protection // LENGTH FLAPS 90/90 MM (per piece)	5.00	
3.32.28	Ratchet Lashing Belt with J hook Size: 50mm x 5000kgs x 06mts (per piece)	33.50	
3.32.29	Ratchet Lashing Belt with J hook Size: 50mm x 5000kgs x 08mts (per piece)	33.50	
3.32.30	Ratchet Lashing Belt with J hook Size: 50mm x 5000kgs x 10mts (per piece)	33.50	
3.32.31	wooden beam 05 x 05 Cm (per meter)	3.50	
3.32.32	wooden beam 05 x 10 Cm (per meter)	7.00	
3.32.33	wooden beam 05 x 15 Cm (per meter)	10.50	
3.32.34	wooden beam 05 x 20 Cm (per meter)	14.00	

3.32.35	wooden beam 10 x 02 Cm (per meter)	3.00
3.32.36	wooden beam 10 x 10 Cm (per meter)	14.00
3.32.37	wooden beam 10 x 15 Cm (per meter)	20.75
3.32.38	wooden beam 10 x 20 Cm (per meter)	27.50
3.32.39	wooden beam 15 x 02 Cm (per meter)	4.00
3.32.40	wooden beam 15 x 15 Cm (per meter)	31.00
3.32.41	wooden beam 15 x 20 Cm (per meter)	41.50
3.32.42	wooden beam 20 x 02 Cm (per meter)	5.50
3.32.43	wooden beam 20 x 20 Cm (per meter)	55.00
3.32.44	wooden sheet 240x120 Cm x 01Cm Thickness (per piece)	59.00
3.32.45	wooden pallet 120 x 120 Cm (per pallet)	20.00
3.32.46	Wood nails: 06 cm (per kilo-minimum one kilo)	3.00
3.32.47	Wood nails: 10 cm10 (per kilo-minimum one kilo)	3.00
3.32.48	Harden Steel nails: 10 cm (per kilo-minimum one kilo)	8.00
3.32.49	Steel bolt self drill: 03 cm (per kilo-minimum one kilo)	8.00
3.32.50	Steel bolt self drill: 05 cm (per kilo-minimum one kilo)	8.00
3.32.51	Steel bolt self drill: 10 cm (per kilo-minimum one kilo)	8.00
3.32.52	Plastic Roll width 5 meters (thin) 0.5 micron (per meter)	4.00
3.32.53	Roofing aluminum tape size 30Cm x 10 mtr (01 roll) (per meter)	6.00

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Tariffs and General Conditions of Trade – 2022

For the Ports of Jebel Ali and Mina Rashid,
Located in Dubai, United Arab Emirates

Issued On: 1st of August 2022
Effective From: 15th of September 2022

DP World UAE Region FZE I P.O. Box 17000 I Dubai, United Arab Emirates

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Web: www.dpworld.ae

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SECTION A – DEFINITIONS

The following terms, when used in these Tariffs, shall have the following meaning:

101. APPROVED CLASSIFICATION SOCIETY

Vessel classification societies approved by the relevant government authorities.

102. CARGO

Any solid, liquid or gaseous substance, product or goods transported to, from, in or through, the Port, the jurisdiction of the Dubai Port Authority and/or involving the use of Port Facilities.

103. CARGO GATE PASS

Cargo Gate Pass is a document issued for Cargo and Containers to enter/exit the Port and related free zone.

104. CARGO SERVICES

Any services in relation to the Cargo or Containers, including Stevedoring, unloading or loading Cargo or Containers from or to User Transport, handling of Cargo or Containers, management of storage and storage of Cargo or Containers at the Port.

105. CBM

Cubic Meter.

106. CFS

Container Freight Stations.

107. CONTAINER

The terms “Container” or “Containerised” when used in these Tariffs refer to: (i) the standard ISO container, suitable for stacking and transportation of dry, liquid gas or refrigerated Cargo, constructed of metal, fibreglass, 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; or (ii) specialised containers and/or tanks suitable for Hazardous Materials; as applicable.

108. CONTAINER FREIGHT STATIONS

Port Facility where Cargo is consolidated or de-consolidated and staged between transport legs.

109. CONTAINER TERMINAL(S)

Port terminal(s) dedicated to Container handling.

110. CRUISE VESSEL

A Vessel exclusively intended and used for the commercial transportation of passengers undertaking the trip for purposes of tourism, consisting principally of the sea journey itself.

111. DAY(S)

Calendar day(s).

112. DEADWEIGHT ("DWT")

Deadweight is the Difference in Tons between the displacement of a vessel in water of a specific gravity of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the vessel.

113. DIRECT DELIVERY

This refers to instances where Cargo or Containers are loaded directly from a Vessel onto User Transport, or from User Transport directly onto a Vessel, without going through the Port yards or freight stations.

114. EHS

Environment, Health and Safety.

115. ENVIRONMENT

means (whether alone or in combination): (i) ecological systems and living organisms (including humans); (ii) air (including air within buildings or other structures and whether below or above ground); (iii) land and soil (including buildings and any other structures in, on or under land and soil, anything below the surface of the land and land covered with water); and (iv) water (including water under or within land or within pipe or sewage systems).

116. ENVIRONMENTAL LAWS

All international, regional, federal, local and PCFC laws, rules, regulations, statutes, ordinances, permits or orders, and any judicial or administrative interpretations thereof, relating to: (i) the prevention, control, or management of pollution; (ii) the protection of the Environment; (iii) solid, gaseous or liquid waste generation, handling, treatment, storage, disposal, release, emission or transportation; or (iv) packaging, storage, handling, transportation of and regulation of, or exposure to Hazardous Materials.

117. EXPORT

Bound for a foreign country.

118. FCL

Full Container Load.

119. FREE TIME

The specified period during which Cargo or Containers may occupy space assigned to them in the Port, free of storage charges, either prior to loading or subsequent to discharge from a Vessel:

a) For Import and Transhipment Containers - free period will commence from the date of discharge from the Vessel;
b) For Import and Transhipment non-Containerised Cargo - free period will commence from the date of completion of discharge of the Vessel, or on the third day from commencement of discharge operations, whichever occurs first; and
c) For Export Containers and non-Containerised Cargo - free period will start from the date of receipt in Port Facilities.

No Free Time will apply to Cargo and Containers received by road which were not originally discharged from a Vessel at the Port.

Note1: Export and Transhipment Cargo storage charges will be raised to the Agent.

Note 2: Free Time shall apply only once to a given Cargo/Container during each passage through the Port, even if the relevant User is changed.

Note 3: Once Free Time is applied, regardless of the duration thereof, Containers will be subject to normal Tariffs applicable to the number of Days they have been in the Port.

120. GENERAL CARGO

Cargo that may be loaded in general, non-specialised, stowage areas, excluding Containerised Cargo.

121. GRT / GT

Gross Registered Ton or Gross Ton.

122. HARBOUR MASTER

The harbour master appointed by the Port Authority and/or the Port Operator from time to time.

123. HAZARDOUS MATERIAL(S)

Any substance in whatever form, whether alone or in combination with any other substance, known or reasonably believed to be harmful or dangerous to human health or the Environment, whether or not for that reason it is subject to statutory controls on production, use, storage or disposal. This will include, but not be limited to, any of the following Cargo, whether packaged, carried in bulk packaging or carried in bulk:

a) Any substance or material that is listed, defined or otherwise designated as a "hazardous" or "dangerous" under PCFC EHS standards and regulations (available at www.trakhees.ae), or the IMDG Code;
b) Any chemical or volatile organic compound;
c) Any hydrocarbons, petroleum, petroleum products or waste;
d) Oils covered by Annex I of MARPOL 73/78;
e) Gases covered by the codes for the construction and equipment of ships carrying liquefied gases in bulk;

f) Noxious liquid substances/chemicals, including wastes, covered by the codes for the construction and equipment of ships carrying dangerous chemicals in bulk and Annex II of MARPOL 73/78;

g) Solid bulk materials constituting a chemical hazard and solid bulk materials hazardous only in bulk, including wastes, covered by group B schedules in the Code of Safe Practice for Solid Bulk Cargoes; and

h) Harmful substances in packaged form covered by Annex III of MARPOL 73/78, and dangerous goods, whether substances, materials or articles covered by the IMDG Code; and

i) Any metabolite or chemical breakdown product or derivative or component of substances identified above.

The term Hazardous Material includes any empty uncleansed packaging, which previously contained Hazardous Materials, unless such packaging: (i) has been sufficiently cleaned of residue of the Hazardous Materials and purged of vapours so as to render it harmless; or (ii) has been filled with substances not classified as being Hazardous Materials.

124. HOMEPORTING

Means the following in relation to a Cruise Vessel:

a) Dubai should be the starting and finishing destination for the Vessel, with a minimum of 6 calls to Dubai in a season (September to June);

b) Complete passenger turnaround (embarkation and disembarkation) should be done in Dubai as part of the Vessel's standard itinerary; and

c) The relevant cruise liner should officially declare and advertise Dubai as its homeport.

125. IMDG CODE

The latest edition of the International Maritime Dangerous Goods Code, as published by the IMO, and as may be amended from time to time.

126. IMO

International Maritime Organisation.

127. IMPORT

Received from a foreign country.

128. LCL

Less than Container Load – refers to Cargo that is transported in a Container alongside Cargo from multiple shippers.

129. LEAKING CONTAINER AREA

The area within the Port, as may be determined by the Port Operator from time to time, designated for storage of leaking and/or damaged Containers.

130. LOA

Length Overall.

131. LOT OF CONTAINERS

All Containers listed under one rotation/voyage or listed as being to the same 'Port of Discharge' under a rotation/voyage.

132. NON-HOMEPORTING

In relation to any Cruise Vessel, one that does not meet all the conditions under Item124.

133. OOG

Out of Gauge load - loads with dimensions exceeding those of the relevant Container.

134. OPEN/COVERED STORAGE, PARKING AREA AND/OR MARSHALLING AREA

The terms open/covered storage, parking area and/or marshalling area, as used in these Tariffs, refer to those areas at the Port where Cargo or Containers may be held as instructed by the User. This area is considered as Port Facility storage.

135. PASSENGER VESSEL

A Vessel primarily intended or used for the commercial transportation of persons.

136. PCFC

The Dubai Port, Customs and Free Zone Corporation.

137. PILOT

A Vessel pilot employed or appointed by the Port Operator.

138. POINT OF REST

The area at the Port which is assigned for: (i) the receipt of inbound Cargo or Containers from a Vessel and from which such inbound Cargo or Container is delivered to consignees or their agents or loaded onto another Vessel in the case of Transhipment; or (ii) the receipt of outbound Cargo or Containers from shippers or their agents for loading on-board a Vessel.

139. PORT

Mina Rashid and Jebel Ali Port.

140. PORT AUTHORITY

The Dubai Ports Authority and / or the PCFC.

141. PORT FACILITY(IES)

Any terminals, quays, wharves, docks, piers, sea channels, sheds, warehouses, land, structures, pipelines and extensions thereof and appurtenances there to, as well as any equipment and appliances of all kinds situated within the jurisdiction of and/or owned, operated or leased by the Port Operator, which are within the Port limits.

142. PORT OPERATOR

DP World UAE Region FZE.

143. PUBLIC HOLIDAYS

Any Days that are declared a public holiday in the UAE by the UAE authorities.

144. RE-STOWS

The temporary discharging of Cargo from a Vessel or handling on board a Vessel in order to create space on board for discharging or loading of other Cargo, after which the temporarily discharged Cargo is loaded back onto the same Vessel.

145. RO-RO

Roll-on/Roll-off, meaning the loading or discharge of Cargo, in full or in part, on wheels via a dedicated loading ramp.

146. STEVEDORING

The physical handling of Cargo for the purpose of loading or discharging it from Vessels. Irrespective

of the terms of shipment, payment of Stevedoring and related service charges will be the responsibility of the relevant shipping line and/or its agent.

147. THC

Terminal Handling Charge.

148. TLUC

Truck Loading/Unloading Charge.

149. TON(S)

Unless otherwise specified, all “Tons” shall be regarded as “Freight Tons” and shall refer to a mass of 1,000 kilograms or a measurement of one cubic meter whichever is greater.

150. TRANSHIPMENT

Refers to the process of landing Cargo from a Vessel for the purpose of shipment onto another Vessel. Transhipment or Transhipped Cargo shall be construed accordingly.

151. TUG

A seagoing Vessel primarily intended or used for towing or pushing other Vessels.

152. USER(S)

Includes any person or entity: (i) using the Port Facilities; (ii) receiving any service by or on behalf of the Port, the Port Authority or the Port Operator; (ii) owning, or having custody or control, of Cargo or Containers being handled, stored or moved in or through the Port or the Port Facilities, including shippers, consignees and freight forwarders, as well as their respective agents and brokers; and (iii) all Vessels calling at or sailing through the Port, or using Port Facilities; and (iv) any other person, firm or corporation who conducts any business or any activity whatsoever at the Port or at the Port Facilities.

153. USER TRANSPORT

Any road transport supplied or arranged by or on behalf of the User to transport Cargo or passengers to or from or within the Port.

154. VESSEL

Except as otherwise specified, when the term “Vessel” is used in these Tariffs, it shall be held to mean floating craft of every kind and description, as well as its master, crew, owners, charterers, managers, operators, insurers, agents and mortgagees.

155. WARSHIP

A seagoing Vessel deployed on behalf of the UAE navy or the navy of a foreign country, commanded by a naval officer and fully or partially manned by military personnel.

8 SECTION B - GENERAL CONDITIONS

201. ACCESS TO RECORDS

The Port Operator reserves the right to access all Cargo manifests, documents and other information relating to Vessels, Containers or Cargo for the purpose of audit, verification of reports filed, inspection and assessment of applicable charges. The User will disclose any such information to the Port Operator immediately upon request.

202. ADMINISTRATION

The administration of the Port Operator is under the Port Authority. These Tariffs apply to Mina Rashid and the Jebel Ali Port, located in Dubai, United Arab Emirates.

203. AGENT OF VESSELS CALLING PORT

Any Vessel calling any Port must appoint a local shipping company as its agent. Such appointed agent must be registered as a shipping agent with the relevant government authorities and with the Port Operator.

204. ALTERATIONS TO TARIFFS

The Port Operator reserves the right to alter, change, or amend these Tariffs at its discretion from time to time, with or without notice, including in relation to any or all charges, terms, conditions or interpretations. Without prejudice to this, where amendments to any charges, terms or conditions in these Tariffs are to apply to specific Users only, such amendments will be notified by the Port Operator to the relevant User in writing in advance.

205. ANTI-BRIBERY AND ANTI-CORRUPTION

The User shall comply with all laws and regulation applicable in the UAE, present or future, related to bribery, corruption and related matters.

206. APPLICATION OF TARIFFS

These Tariffs shall apply to all Users and generally shall apply to all traffic at or through the Port or the Port Facilities, unless otherwise specified in writing by the Port Operator.

207. CARGO HANDLING RIGHTS

The Port Operator reserves the right to manage, control and/or perform the loading, unloading and handling of all Cargo and Containers, as well as to give any direction it deems necessary in this regard. Users will comply with all directions given by the Port Operator in this regard.

208. CARGO SERVICES

Wherever Cargo Services are provided by or on behalf of the Port Operator, this will include (subject to availability) Stevedoring gangs, winch-men, signalmen, foremen and relevant equipment.

209. CARGO SERVICES AT ANCHORAGE

If Cargo Services are required at Port anchorage, the safety and transportation of personnel supplied by or on behalf of the Port Operator, as well as the cost of their meals, shall remain the responsibility of the relevant Vessel and/or its agent.

210. COMPANY REGISTRATION

The following registration fees will be payable to the Port Operator by any person (individual or company) wishing to operate within the Port Facilities and/or to provide services to Users:

210.1 Vessel repair companies - AED 5,000/- per annum

210.2 Equipment supply companies - AED 5,000/- per annum

210.3 Ship chandler companies - AED 2,500/- per annum

210.4 Vessel survey companies - AED 1,500/- per annum

211. CONSENT TO TERMS OF TARIFF

The use of any of the Port Facilities by any User, or the entry of any User within the jurisdiction of any Port, will be deemed an agreement by such User to these Tariffs, including in relation to all charges specified herein, and to all laws, rules and regulations applicable within the Port.

212. CONTAINER - VESSEL BERTH ASSIGNMENT

212.1 Vessel berth assignment, and decision as to whether Vessels are to berth port side or starboard side, shall be as directed by the Port Operator.

212.2 All Vessels loading or discharging Containers at the Port Facilities shall do so at the Container Terminals unless otherwise directed by the Port Operator. Containers handled outside the Container Terminals will be subject to additional shifting charges in accordance with Item 506.

213. CURRENCY

All rates in these Tariffs are stated and are payable in United Arab Emirates Dirhams (AED), rounded off to whole Dirham.

214. DANGEROUS, HAZARDOUS OR OBNOXIOUS CARGO

214.1 Cargo of, or containing, Hazardous Materials, as well as Cargo of an obnoxious nature, will only be accepted at Port Facilities if agreed in advance by the Port Operator, in conjunction with the Port Authority. The Port Operator and the Port Authority reserve the right to refuse or reject any such Cargo at their sole discretion.

214.2 The User will keep the Port, the Port Operator and the Port Authority fully indemnified, upon first written demand, and will hold each of them harmless against any claim, liability, loss or cost (including legal costs), incurred by any of them arising out of or in connection with Hazardous Materials owned, controlled or brought into the Port by or on behalf of such User.

214.3 Hazardous Materials will be handled in accordance with the Code of Practice on the Management of Dangerous Goods in the Emirate of Dubai (as amended from time to time), and the IMDG Code which classifies Hazardous Materials as follows:

Classes:

1) Explosives
2) Gases: compressed/liquefied/dissolved under pressure
3) Flammable liquids
4) Flammable solids/substances liable to spontaneous combustion
5) Oxidizing substances and organic peroxide
6) Poisonous and infectious substances
7) Radioactive substances

8) Corrosives
9) Miscellaneous dangerous substances

Note: IMDG Class 1, 5, 6.2 and 7 Cargo will not be handled within the Port unless prior approval is obtained from the relevant UAE government authorities and from the Port Operator. Such Cargo will be handled only on Direct Delivery/loading basis (Except class 5 Export, for which 3 days storage will be allowed).

215. DELAY REPORTS

Any delay affecting a Vessel whilst entering, sailing out of, or whilst within the Port will be recorded by a representative of the Port and such report shall be certified by the agent and or Master of the Vessel. Any dispute in relation to such delay shall be resolved with the Port Operator immediately upon being reported. Refusal to sign the Port representative's report does not invalidate such report.

216. DIRECT DELIVERY

216.1 Charges in these Tariffs apply to Direct Delivery operations, including Direct Delivery via pipelines.

216.2 Prior approval of the Port Operator and of the Vessel's agent must be obtained for Direct Delivery operations.

216.3 If for any reason whatsoever Cargo initially intended for Direct Delivery is landed on the Port quay, and/or removed to transit sheds or warehouses, and/or stacked in open yards, standard Port Tariffs for Cargo received at the Port Facility will apply.

217. DISCHARGING / LOADING REPORT

When a Vessel is undergoing discharging and or loading of Cargo, a daily discharging/loading report in respect of each day of discharging/loading must be provided by the Vessel's agent to the Port Operator by no later than 08:00 hours on the following day. The said report should give details of the quantity and nature of Cargo loaded/discharged onto or from the Vessel, in addition to any other details affecting the working and/or schedule of the Vessel and/or of Cargo operations.

218. DISPOSAL OF CARGO OR VESSELS/SALE BY PUBLIC AUCTION

It is agreed that any: (i) abandoned Vessels, Vessel wrecks, and/or any related equipment, machinery or property; (ii) unclaimed or abandoned Cargo/Containers; or (iii) Vessels/Cargo/Containers detained by the Port Operator pursuant to Item 235; which remain in the Port for a period of more than:

(a) Three months for General Cargo;

(b) Three months for vehicles and other road–going equipment;

(c) One month for Cargo of, or including, Hazardous Material;

(d) One month for refrigerated containerised Cargo;

(e) Three months for all other containerised Cargo;

(f) One month for foodstuff and perishable Cargo;

(g) Six months for empty Containers; and

(h) Any amount of Days as determined by the Port Operator at its discretion, for abandoned Vessels, Vessel wrecks and/or any related equipment, machinery or property,

For which any charges under these Tariffs, and/or customs charges, have not been paid in full, or which, in the Port Operator's sole view, create a potential hazard or disruption to Port operations, may be immediately seized (if not already done pursuant to Item 235), and publicly auctioned by the Dubai Customs and/or the Port Operator as the case may be, including corresponding Containers, without the need for any court order.

Any proceeds generated from such sale or auction of items (g) and (h) mentioned above, may be offset by the Port Operator against costs (including legal costs) incurred by, or outstanding amounts due to them, at their discretion, without prejudice to any other right or remedy they may have.

Note: For any item listed above which is sold at public auction, any and all Port dues and charges incurred under these Tariffs after auction shall be collected from the buyers.

219. DOCUMENT PROCESSING CHARGE

A document processing charge will be applicable to any documents that are processed by the Port Operator. See Section G, item 706 for rates.

220. FRESH WATER

Fresh water may be purchased from the Port Operator's nominated suppliers at the Port, subject to availability, and at the relevant suppliers' rates.

221. FRESH WATER FOR LABOUR

A sufficient supply of drinking water shall be made available by the Vessel or its agent to any Port personnel servicing the Vessel free of charge. In the summer season, the water supplied shall be cold or with ice.

222. GANG ALLOCATION

The Port Operator is responsible for allocating gangs/labour to service the Vessel and/or its Cargo, at its own discretion. Neither the Vessel agents nor the Vessel are allowed to change the allocation of gangs/labour provided by or on behalf of the Port Operator, unless prior consent from the Port Operator is obtained.

223. GENERAL RESTRICTIONS

Under these Tariff, the Port Operator reserves the right to refuse to provide Cargo Services: (i) to Cargo or goods which have not been transported, nor are intended to be transported, by water to or from Dubai; or (ii) beyond the reasonable capacity of the Port, the Port Facilities or their equipment, which capacity is to be determined at the sole discretion of the Port Operator.

224. HELD HARMLESS AND EXCLUSION OF LIABILITY

224.1 It is agreed that any and all liability of the Port, the Port Authority and the Port Operator (including their respective agents, representatives, insurers, contractors, servants and employees) for delay or damage to, or loss of any: (i) Cargo; (ii) Containers; (iii) Vessels; or (iv) any other property, goods or asset whatsoever; which

may arise out of or in connection with any Cargo Services or any other services provided or received at, or activity conducted within the Port, is excluded in full.

224.2 It is agreed that any and all liability of the Port, the Port Authority and the Port Operator (including their respective agents, representatives, insurers, contractors, servants and employees), for any death or personal injury, which may arise out of or in connection with any Cargo Services or any other services provided or received at, or activity conducted within the Port, is excluded in full.

224.3 Notwithstanding Items 224.1 and 224.2, each User hereby agrees to indemnify and hold harmless, immediately upon first written demand, the Port, the Port Authority and the Port Operator, as well as all of their respective agents, representatives, insurers, contractors, servants and employees, from and against all losses, liabilities, claims, demands, suits, costs and expenses (including court costs and legal fees), arising out of or in connection with any death, personal injury, delay, damage or loss relating to or caused by (whether directly or indirectly) any: (i) Cargo; (ii) Containers; (iii) Vessels;
(iv) any property goods or asset whatsoever; or (iv) Cargo Services or any other services provided or received at the Port, or any activity conducted within the Port.

224.4 Without prejudice to any term of these Tariffs, the Port, the Port Operator and the Port Authority shall never have any liability whatsoever for any loss which is or which amounts to: i) loss of profits; ii) loss of sales, business or market; (iii) loss of agreements or contracts; (iv) loss of anticipated savings; (v) loss or use or corruption of software, data or information; or (vi) loss of or damage to goodwill; or (vii) any indirect or consequential loss; however caused.

225. IMPORT BOATS HANDLING

Users are required to pre-arrange for the delivery of cradles along with boats.

226. INSURANCE

Charges published in these Tariffs do not include any insurance coverage expenses relating to Cargo, Containers, Vessels or other goods or equipment. Users are responsible for having adequate insurance covering their liability, property and interests, at their cost. The Port and Port Operator will have no responsibility or involvement in this regard.

227. JURISDICTION AND AUTHORITY

The Port Operator has the sole right to operate and manage the Port Facilities.

228. MINA RASHID – COASTAL BERTH OPERATION

228.1 Only Vessels of up to 70 meters length overall, and with a maximum draft of 5 meters, shall be allowed to berth at Mina Rashid coastal berths. In that case:

228.2 Marine charges shall apply as per Section C (Marine Related Tariffs) of these Tariffs.

228.3 All other charges shall apply in accordance with Mina Al Hamriya tariffs.

229. NORMAL WORKING HOURS

229.1 Working Hours at General Cargo and Container Freight Stations

Normal working hours are from Monday to Saturday inclusive (excluding Public Holidays and Sunday) as follows:

Jebel Ali Port	07:00 hours to 12:00 hours	13:00 hours to 16:00 hours
Mina Rashid	07:00 hours to 13:00 hours	14:00 hours to 16:00 hours

Any activity outside of normal working hours must be pre-arranged with the Port Operator and overtime rates will apply.

229.2 Working hours at Container Terminals

Container handling operations at Container Terminals are available 24 hours a Day throughout the year. Normal overtime is included in the handling rates and will not be chargeable in addition. Overtime incurred on Public Holidays will be charged in addition as per Item 232.4. Normal shift timings are as below:

Day Shift	From 07:00 to 19:00 hours
Night Shift	From 19:00 to 07:00 hours

230. NOTICE OF ARRIVAL

230.1 Each Vessel must give the Port Operator 48 hours advance notice of its arrival and provide such other information as the Port Operator may require, including such information listed at Item 240. Reconfirmation of the Vessel's arrival shall be made by the Vessel's agent 24 hours prior to arrival and by the Vessel's master when in VHF radio contact with the Port Signal Station on VHF Channel 16.

230.2 ETA amendment cut-off time for all General Cargo Vessels shall be as follows:

Vessels arriving from GCC ports	8 Hours prior to previously submitted ETA
Vessels arriving from all other ports	12 Hours prior to previously submitted ETA

230.3 Each and any ETA amendment made after the applicable cut-off time shall be charged at AED 40/- as per Item 411. If a voyage / rotation is cancelled after the applicable cut-off time, then a one off charge of AED 200/- shall apply.

231. ORDERING STEVEDORING GANGS

Orders for Stevedoring gangs shall be placed with General Cargo Office at least 24 hours prior to the Vessel's arrival. For any order placed at short notice, the Port Operator shall allocate Stevedoring gangs, subject to availability.

232. OVERTIME HOURS

Overtime will be charged, for all hours worked outside normal working hours, at the discretion of the Port Operator, at the rates below:

232.1 General Cargo Handling and Container Freight Station

Monday to Saturday

12:00 – 13:00 hours (Jebel Ali)

13:00 – 14:00 hours (Mina Rashid)

16:00 – 07:00 hours (Mina Rashid & Jebel Ali)

AED 205 per location per gang, per hour or part thereof (Shed/Open Area)

All hours worked on Sundays

AED 205 per location per gang, per hour or part thereof (Shed/Open Area)

All hours worked on Public Holidays

AED 310 per location per gang, per hour or part thereof (Shed/Open Area)

Above rates will apply on an hourly basis when overtime hours are incurred in continuance of normal working hours. If overtime is incurred other than in continuance of normal working hours (i.e. if work is required during overtime only), a minimum of three hours of overtime will be charged at the above rates.

Note 1: All requests for labour shall be submitted by 1200 hours on the previous working day. Note 2: The Port Operator reserves the right to allocate gangs and decide on whether overtime is to be worked on the Vessel. Overtime to be worked is always at the Vessel's expense.

232.2 Vessels handling (except reefers)

Day	Port	Timings	Charges in AED
Monday to Saturday	Jebel Ali Port	12:00 - 13:00 hours	205 per gang, per hour or part thereof
		16:00 - 07:00 hours	
	Mina Rashid	13:00 – 14:00 hours	
		16:00 - 07:00 hours	
All Hours Worked on Sunday			205 per gang, per hour or part thereof
All Hours Worked on Public Holidays			310 per gang, per hour or part thereof

232.3 Reefer Vessels

As in 232.1 except for overtime worked on Public Holidays, which will be charged at AED 510 per gang, per hour or part thereof.

232.4 Container cranes

AED 310 per crane per hour during Public Holidays.

232.5 Holy month of Ramadan

The working hours during the holy month of Ramadan will change at the discretion of the Port Operator.

233. PASSENGER HANDLING CHARGES

Passenger handling charges are applicable to all Cruise/Passenger Vessels. See Section D, Items 401.17, 401.18 and 401.19 for rates. Passenger handling Charges are applicable to each passenger embarking or disembarking from the aforementioned Vessels, including passengers in transit through Port Facilities.

234. PAYMENT IN ADVANCE

The Port Operator may at its sole discretion, estimate, charge and collect in advance all charges, duties, levies, costs, expenses and tax which may accrue against any Cargo or Vessels. Use of the Port Facilities, or permission to sail, may be denied until all advance payments requested have been settled in full.

235. PAYMENT OF INVOICES

235.1 All invoices are issued as due on presentation, unless otherwise agreed to in writing by the Port Operator.

235.2 If a relevant User fails to pay any invoice, and without prejudice to any other rights or remedies the Port Operator may have, the Port Operator may, without a court order, immediately exercise a lien over and/or detain (as applicable), any Container, Cargo or Vessels serviced at the Port, or belonging to, or managed/operated by, or under the custody or control of the relevant User, until all outstanding invoices are paid. Such User may be denied further use of the Port Facilities until all outstanding invoices have been paid.

235.3 The Port Operator reserves the right to apply interest at the rate of 2% per month on any invoice or part thereof remaining unpaid beyond the due date at the discretion of the Port Authority / Port Operator.

236. PORT FACILITY WORKING HOURS

236.1 Administration

Port Operator administration hours are from 07:30 hours to 15:30 hours on Monday to Thursday and 07:30 to 12:00 hours on Friday, excluding Public Holidays.

236.2 Cargo Services

Cargo Services are available 24 hours a day throughout the year.

237. PORT HANDLING CHARGE

237.1 Port service charges will apply for providing access to the Port Facilities and for other Port handling and management services, including for providing Cargo Services and associated standard mechanical equipment and labour. These are set out in Sections C, D E, F and G of these Tariffs.

237.2 For lifts of over 20 Tons or with unsuitable configuration for handling with standard equipment the consignee or his agent must provide suitable crane capacity. Port Facility cranes are available for hiring as required, subject to availability (See Section G for rates).

238. PORT LABOUR

Notwithstanding Item 249 relating to Stevedoring gangs, if Port labour is kept waiting after being mobilised at the User's request, such delay will be charged at a rate of AED 300 per gang per hour on account of the User, in addition to other charges applicable (e.g. charges relating to equipment hire, drivers etc).

239. PORT RECEIVING/RELEASING CHARGE (PRC)

239.1 PRC is a service charge for providing Port Facility quays, gates and other facilities along with the management of Port Facility property. This charge will apply to loaded and empty Containers, as well as to general (break-bulk) and bulk Cargo trailers, entering or exiting the Port Facility, which arrived from or released to non-Port Facilities and/or which have stayed outside the Port for a period of more than 20 days. Exemptions will apply to Containers or Cargo received for loading on Vessels via the Port quays. However, no free time shall apply.

Port handling will be charged as per item 401 for General Cargo and item 501 for Containers.

Containers and Cargo may enter/leave Port Facility property either across the quay or through Port Facility gates.

239.2 Containers and Cargo arriving from or released from other than the Port Facilities for / from Jebel Ali Free zone shall not be exempted from PRC.

The PRC for Containers and Cargo arriving from or released from other than the Port Facilities for/from Jebel Ali Free zone are as below:

Cargo type	Rate in AED	Unit
Full Container – Up to 20’	880	Per Container
Full Container - Over 20’	1396	Per Container
Empty Container – Up to 20’	520	Per Container
Empty Container – Over 20’	710	Per Container
General Cargo	56	Per Ton
Bulk solid	14	Per Ton
Bulk liquid	8	Per Ton
RORO (vehicles)	990	Per vehicle

240. PRE-ARRIVAL DOCUMENTATION

For each Vessel, the following documents must be submitted to the Port Operator electronically at least 8 hours prior to the Vessel’s arrival. Failure to submit the following documentation may result in the Port refusing to clear the Vessel until such time as the required documents are made available. Late submission of documents will be charged at AED 715 per document.

240.1 Discharging Vessels

Cargo stowage plan

Complete Cargo manifest (for all Import and Transhipment Cargo/Containers to be discharged) Hatch list/discharge list

Hazardous Material and dangerous cargo declaration Passenger manifest

240.2 Loading Vessels

Customs Export declaration (for each individual shipment)

Cargo stowage plan

Cargo loading list

Hazardous Material and dangerous cargo declaration Passenger manifest

Note: For categories 240.1 and 240.2, where no Hazardous Material is being loaded or discharged, a declaration of "No Hazardous Material" must be issued by the relevant Vessel/agent.

240.3 Cargo Handling Gear

Any Vessel not certified by an Approved Classification Society and intending to use its own gear for Cargo operations should submit to the Port Operator, at least 48 hours prior to the Vessel's arrival, the following information for approval:

(a) Type of Cargo handling gear on board;

(b) Capacity and other relevant specifications of Cargo handling gear on board (swing boom/union purchase); and

(c) Date of last quadrennial and annual inspection of relevant Cargo handling gear.

241. PUBLIC HEALTH SERVICES

Public health services, including garbage collection and pest control are provided by the Port Authority. Compulsory use of these services is required for all Users in the Port Facilities. Refer to Appendix 1 for applicable charges.

242. RADIO FREQUENCY IDENTIFICATION (RFID) TAGS FOR CONTAINER TRUCKS ENTERING PORT

Any road vehicle entering the Port for delivery/receipt of Containers must have a RFID tag. The

RFID tags shall be provided and installed by the Port Operator. See Section G Item 705 for rates.

243. REMOVAL OF OBJECTIONABLE CARGO AND VESSELS

The Port Operator and the Port Authority reserves the right to move to any other location and/or inspect any Cargo, Container or Vessel, which in its judgment is likely to damage other Cargo or property, at the risk and expense of relevant User of the relevant Cargo, Container or Vessel.

244. RESPONSIBILITY FOR DAMAGE TO PORT FACILITIES

All Users of the Port, or their agents, shall be responsible for any damage caused to the Port or to any of the Port Facilities arising out of or in connection with the User's activity, Cargo, Containers or Vessel, or arising out of or in connection with the use of the Port or the Port Facilities. The Port Operator reserves the right to repair, or otherwise cause to be repaired, any and all such damage at the expense of such Users.

245. RO-RO VESSELS AT THE CONTAINER TERMINAL

245.1 All Containers will be charged as per the Container Tariff rates.

245.2 All General Cargo will be charged at the General Cargo rates. This is in addition to the Stevedoring charges which will be raised to the Vessel.

245.3 Where Port resources are utilized to deliver inbound RO-RO Cargo from Point of Rest, or to receive outbound Cargo to Point of Rest, General Cargo Port Handling Tariffs will apply.

246. SAFETY

Users of Port Facilities are required to conform to all Environmental Laws and to any EHS laws, rules and regulations issued by the Port Operator, Port Authority or any other competent authority.

247. SAFETY PRECAUTIONS

247.1 The Port Operator reserves the right to provide the User with any safety gear and equipment the Port Operator deems appropriate. Cost or hire of such equipment shall be to the User's account.

247.2 When handling Containers or Cargo stowed on board, the Port reserves the right to employ an additional signalman and/or to take any such other measures as the Port Operator deems appropriate to improve the safety of the handling operations, including by ordering that the Cargo be shifted into a safer disposition prior to handling. The cost of the additional signalman and/or of any other measures ordered by the Port Operator shall be for the relevant User's account.

248. SPECIALIZED CARGO GEAR

248.1 The Port Operator will supply standard Cargo gear needed to discharge/load Cargo at applicable Tariff rates. However, where specialised Cargo gear is required to discharge or load special Cargo, such specialised Cargo gear will be supplied by the Vessel or its representative. Any such specialised Cargo gear is subject to the Port Operator's approval and must have up to date safety certification, evidence of which must be provided to the Port Operator upon request.

248.2 If no such up to date safety certification is available, the Port Operator reserves the right to reject such Cargo gear and shall, if possible, supply suitable Cargo gear at Vessel’s/agent’s cost.

249. STEVEDORING GANGS CHARGES FOR DELAY/CANCELLATION

249.1 If Stevedoring gangs are ordered by or on behalf of a User, a charge of AED300 will be applied by the Port Operator for every hour of delay in the commencement of work by the dispatched Stevedoring gangs, if such delay is directly or indirectly caused by or on behalf of the relevant ordering User. For the avoidance of doubt, such additional charge will be for the account of the relevant ordering User.

249.2 If Stevedoring operations are cancelled by or on behalf of the relevant User, for whatever reason, after the relevant Stevedoring gangs have been mobilised, then a charge of AED300 per hour per gang will be payable for every unused hour remaining in the relevant Stevedoring gangs' shift that was interrupted.

If ongoing work of a Stevedoring gang is directly or indirectly delayed by or on behalf of a User, then an additional charge of AED300 will be applied per hour of delay, per gang, for the first three hours of delay. Such charge will increase to AED600 per hour, per gang, for every hour of delay in excess of the first three hours of delay.

250. STORAGE OF RO-RO TRAILER, MOBILE LOADING PLATFORMS (MAFI) AND FLATS

RO-RO trailers, MAFI and flats will be subject to the appropriate Container storage rate as set out in Item 511.

251. UNIDENTIFIED CARGO

Any unidentified Cargo or package (NIL mark, unmarked or incorrectly marked), as applicable will not be discharged from any Vessel without the approval of such Vessel's agent and a letter of indemnity and/or adequate guarantees from such agent, in favour of the Port Operator and the Port Authority, on terms acceptable to the Port Operator. The Port Operator reserves the right to refuse any unidentified Cargo or package (NIL mark, unmarked or incorrectly marked). Sorting charges as per Item 408 will also apply.

252. VACATING A BERTH

The Port Operator reserves the right to instruct a Vessel to vacate its allocated berth on completion of discharging or loading operation, or at any other time, if required by the Port Operator.

253. VAT

The User agrees that all amounts stated to by payable under these Tariffs are exclusive of Value Added Tax (VAT) and other applicable taxes, duties, levies, government fees and other similar charges. The User shall be solely responsible for the payment of VAT and other above-mentioned charges and shall pay to Port Operator / Port Authority any additional amount in respect of VAT and other charges.

254. VESSEL AGENCY CHANGE

Agency of a Vessel can be changed during the Vessel's stay in the Port. Separate rotations should be created by the Vessel's agents in advance. Rotations shall be updated internally without sailing and re-berthing of the Vessel. In such cases, Port dues as per Item 301 shall apply for each rotation.

255. VESSEL LIABILITY

255.1 The Vessel, whether navigating with a Pilot or without, is liable for any personal injury, death, as well as for any loss or damage to Port Facilities or to any other property, arising out of or in connection with the navigation or movement of the Vessel within the Port.

255.2 No Vessel shall be cleared to sail from the Port until any relevant loss or damage has been settled by or on behalf of the Vessel, or until security acceptable to the Port Operator has been given in respect of such loss or damage.

255.3 The Port, the Port Authority, the Port Operator and the Pilots shall never be liable for any loss, damage or delay to or by a Vessel, including where such loss, damage or delay arises out of or in connection with the Port, the Port Authority, the Port Operator or the Pilots' fault or negligence.

9 SECTION C – MARINE RELATED TARIFFS

301. VESSEL PORT DUES

Port dues will be levied on all Vessels entering the Port Facilities. All Port dues are based on Vessel tonnage or ton, and throughout this Section C, Vessel tonnage shall be by reference to GRT or GT. Where a Vessel has both GRT and GT measurements, the higher tonnage shall apply. Where a Vessel has dual GRT, the higher tonnage shall apply. Port dues are subject to a minimum charge of AED 160 and are as follows:

301.1 For operational purposes only, including Cargo or Container loading or discharge, any period not exceeding 3 Days - AED 0.25 per ton. After 3 Days, for each day or part thereof - AED 0.11 per ton.

301.2 Ships calling for reasons of weather or medical assistance - Free up to 24 hours, thereafter AED 0.11 per ton for each day or part thereof.

301.3 Vessels calling for water, bunkers, supplies, crew changes, orders, lay-by /repair after or before Cargo / Container operation, and Warships on courtesy calls only - AED 0.11 per ton for each day or part thereof, for a maximum of 7 Days. For increased Port stays special rates may be agreed with the Port Operator.

301.4 Vessels in distress or disabled will only be accepted with the prior approval of the Harbour Master.

301.5 If, on completion of Vessel's initial operations, a Vessel opts to remain in the Port awaiting orders, Item 301.3 will apply.

301.6 For Vessels other than tankers making consecutive calls at Jebel Ali Port and Mina Rashid for the purpose of handling Cargo, Port dues will be assessed as if the Vessel is making only one continuous Port stay, provided the Vessel agent notifies both ports, prior to the Vessel's departure from the first Port. This will also apply to Vessels shifting between terminals at Jebel Ali Port, as well as in Mina Rashid.

301.7 Any General Cargo Vessel utilizing a berth after completion of operations for whatsoever reason will be charged an additional AED 400 per hour.

Note: This Item 301 does not apply to tankers, gas carriers and other Vessels carrying hydrocarbon or liquid products in bulk. Port dues for such Vessels are listed at Item 308.

302. TUG AND BARGE OPERATION

302.1 Normal Port dues (Item 301) and berthing/un-berthing charges (Item 307) will apply, based on the total GRT or GT, whichever is the greater, of Tug and barge combined, or on the Deadweight if GRT/GT is not available.

302.2 If one Tug is used for berthing of a barge and another Tug is used for sailing out that same barge, then Port dues on Tugs and barge will be charged separately. The barge will be charged as per Item 301.1 and the Tugs will be charged as per Item 301.3.

302.3 When a Tug tows in a barge or Vessel for lay-by/repair, Item 301.3 will apply to such Tug.

302.4 If a supply boat/barge comes to load Cargo/lay-by for free zone companies, then it will be charged as per Item 310.

302.5 If, in the opinion of the Harbour Master, additional marine services are required, such services will be billed separately.

303. HIRE OF PORT CRAFT

303.1 Tugs

All Vessels other than country craft entering or leaving the Port Facility must accept the services of a Tug or Tugs at the discretion of the Harbour Master.

(a) Normal towage charges - AED 2,100 per Tug per hour or part thereof (one hour minimum will be charged). This is inclusive of ropes.

(b) Vessels without power, defective steering or other defect or malfunction affecting safe navigation will be subject to towage charges at double the above rate.

(c) Tug detention/stand by - AED 1,740 per Tug per hour or part thereof.

(d) For use of Tugs other than for berthing or un-berthing, rates will be provided upon application to the Harbour Master.

(e) Attending to Vessels in distress shall be at the Port Operator's discretion at a minimum charge of AED 10,500 per Tug per hour or part thereof.

303.2 Pilot Launches

(a) Per hour or part thereof - AED 600

(b) When used for purposes other than transporting Pilots to and from Vessels, the rates are as follows:

Mina Rashid	AED 1,000 per hour or part thereof
Jebel Ali Port	AED 1,600 per hour or part thereof

303.3 Mooring Launches

(a) When used for running extra moorings - AED 200 per hour or part thereof.

(b) When used for purposes other than running Vessel's lines, rate will be AED 1,000 per hour or part thereof.

304. ROPES

Furnishing additional ropes for use in towing - AED 415 per rope.

305. PILOTAGE

305.1 All Vessels, other than exempted Vessels as listed below, navigating into, out of or within the Port, shall be assigned a Pilot.

305.2 The following Vessels are exempt from the need for a Port pilot:

(a) Pleasure crafts.

(b) Vessels of less than 300 tons.

(c) Country craft.

(d) Tugs and supply Vessels.

In all cases, the Harbour Master may insist on the use of a pilot in the interests of Port safety, in which case the appropriate Tariff charges will apply

306. PILOTAGE CHARGES

306.1 Pilotage Charges are as follows:

Vessel Tonnage	Pilotage Charges in AED (per mobilisation)
Up to 2,500 tons	320
2,501 to 5,000 tons	550
5,001 to 10,000 tons	750
10,001to 20,000 tons	1,050
20,001 to 40,000 tons	1,500

40,001 to 80,000 tons	2,200
80,001 to 120,000 tons	2,600
over 120,000 tons	3,900

306.2 If a Pilot is kept waiting through any fault of the Vessel or Vessel's agent, then waiting time will be charged at AED 900 per hour or part thereof. If the delay also affects the Pilot's launch Vessel, there will be an additional hire charge for that Vessel of AED 600 per hour or part thereof.

306.3 Pilotage charges in 306.1 will also apply for shifting Vessels within the Port.

306.4 Vessels without power, with defective steering, or other damage, malfunction or defect affecting safe navigation - double the rates in Items 306.1, 306.2 and 306.3.

306.5 Pilotage Exemption Certificate

On application, subject to having made at least 12 calls at the Port during the preceding year, a pilotage certificate may be issued at the Harbour Master's sole discretion to the master of a specific Vessel exempting him/her from the need for a Pilot. The pilotage certificate will be charged at AED 3,700 per annum. The pilotage certificate will only be renewed if the holder thereof has called the Port at least twelve times, during the period of the certificate's validity.

307. BERTHING/ UN-BERTHING CHARGES

307.1 Berthing/un-berthing charges are as follows:

All Vessels, without exemption, shall be charged for berthing and un-berthing at the Port, as follows:

Vessel Tonnage	Charges in AED (per manoeuvre)
Up to 2,500 tons	330
2,501 to 5,000 tons	420
5,001 to 10,000 tons	515
10,001 to 20,000 tons	750
20,001 to 40,000 tons	1,050
40,001 to 80,000 tons	1,450
80,001 to 120,000 tons	1,850
over 120,000 tons	2,500

The above includes the availability of the services of the Harbour Master or his representative, mooring launches and mooring gangs. The berthing/un-berthing charge will be doubled for Vessels berthing or un-berthing on Sundays and/or on Public Holidays, as well as for Vessels without power, with defective steering or other damage, malfunction or defect affecting their safe navigation.

307.2 Warping charges

If warping to an adjacent berth at Vessels or agents request the following rates will apply:

Vessel Tonnage	Charges in AED
Up to 2,500 tons	330
2,501 to 5,000 tons	420
5,001 to 10,000 tons	515
10,001 to 20,000 tons	750
20,001 to 40,000 tons	1,050
40,001 to 80,000 tons	1,450
80,001 to 120,000 tons	1,850
over 120,000 tons	2,500

If a mooring gang is kept waiting through any fault of the Vessel or Vessel's agent, a stand-by charge of AED 600 per gang, per hour or part thereof may be applied at the discretion of the Port Operator.

Warping charges will be doubled for Vessels warping to an adjacent berth on Sundays or on a Public Holiday.

308. PORT CHARGES FOR TANKERS, GAS CARRIERS AND OTHER VESSELS CALLING TO LOAD AND/OR DISCHARGE HYDROCARBON OR LIQUID PRODUCTS IN BULK

308.1 AED2.02 per Vessel ton will be charged per Vessel per 48 hour period or part thereof, which will include the following Port services:

(a) The services of a Pilot and Pilot launch for berthing and inward transit from sea to berth;

(b) The services of a Pilot and Pilot launch for un-berthing and for the outward transit to sea or to another berth;

(c) Two Port Tugs and mooring launches and gangs for the operations described in Items 308.1(a) and 308.1(b) above. Where additional Tugs are needed, they shall be charged at the rate under Item 303.1;

(d) The availability of all Port Facilities such as navigable channels, tidal, meteorological and navigational data; and

(e) The availability of emergency and anti-oil pollution equipment.

(f) The first 48-hour period will commence at the time of first line on the jetty. The total visit time will end when the last line is released.

308.2 Any Vessel of less than 2,000 tons that enters and berths at a jetty or berth will be charged a minimum fixed charge of AED 3,900.

308.3 Items 301 - 307 and Item 804.1 will not apply to Vessels covered by Item 308.

308.4 If on completion of 48 hours Cargo operations, the Vessel opts to remain in the Port to continue operations, the AED2.02 charge as per Item 308.1 will apply per every 6-hour period and part thereof.

308.5 After the first 48 hours and before completion of any subsequent 48 hours, if a Vessel is required to shift berth once for operations, then cost of such single shift will be considered as included in the Port dues paid under this Item 308. However, any additional berth shift will be charged as per Tariffs.

309. CHARGES FOR COUNTRY CRAFTS/DHOWS/SUPPLY BOATS

309.1 Port dues for country crafts and dhows: AED 172 per day.

309.2 Berthing/un-berthing for country crafts and dhows of up to 2,500 Tons: AED 260 per manoeuvre.

309.3 Port dues for free running supply boats: AED 172 per day per boat.

309.4 For monthly charges, Port dues for free running supply boats will be as follows:

LOA (in meters)	Charged in AED - per month per boat
Up to 30m	3,640
31m – 50m	4,680
51m – 60m	5,720
Over 60m	Item 301.1 will be applicable

Note: The Vessel's agent should inform Harbour Master's office prior to first call to avail monthly charges. Berth availability is subject to approval by the Port Operator.

309.5 Bunker supply Vessels - If a bunker supply Vessel's stays in Port for up to 12 hours then Port dues shall be charged at AED 300/- per hour. If the Port stay exceeds 12 hours then lay-by charges shall apply as per Item 310 for the duration of the stay which is in excess of the first 12 hours.

310. LAY-BY

Vessel Port dues for repairs and lay-by are as follows:

Length	Charges per day or part thereof (AED)
Up to 50m	170
51m to 65m	340
66m to 80m	500
81m and over	Rates shall be based on DWT (please refer to below table)

DWT	Port dues per Day or part thereof (AED)
1,000 to 29,999	2,530
30,000 to 89,999	4,925
90,000 and above	10,105

Oil rigs will be charged at AED 26/day/meter of quay length occupied or meter of LOA, whichever is greater.

Note 1: If agreed lay-by period for repairing Vessels has expired, any excess stay will be charged at double the rates mentioned above.

Note 2: The quay area utilized for keeping Vessel parts, equipment or any other Cargo during the lay-by period shall be charged at the rate of AED 25 per sq. meter per day.

311. MISCELLANEOUS MARINE CHARGES

	Category	Charges in AED
311.1	Fender charges (Yokohama)	550 per fender per day or part thereof
311.2	Divers	660 per diver per hour or part thereof
311.3	Gang way charge	990 per day or part thereof
311.4	Oil pollution control equipment	1,340 per day or part thereof (oil boom)
311.5	Skimmer charge	660 per hour or part thereof
311.6	Harbour Master/or his deputy	350 per hour or part thereof
311.7	Mooring supervisor	70 per hour or part thereof
311.8	Mooring labour	40 per hour or part thereof
311.9	Bollard pull test	3,000 per test or part thereof

312. PORT CHARGES FOR SHIFTING OF VESSELS WITHIN JEBEL ALI TERMINALS

312.1 Vessels from 2,501 to 12,000 tons: AED 6,620 per Vessel.

312.2 Vessels from 12,001 to 25,000 tons: AED 9,935 per Vessel.

Note: Vessels of less than 2,500 Tons or of over 25,000 Tons will not be considered as shifting. Normal Tariff shall apply to such Vessels.

10SECTION D – OPERATIONS RELATED TARIFFS

401. PORT HANDLING

Charges below are per Ton, unless otherwise specified:

	Category	Received to Port Facility - AED	Direct Delivery-AED
401.1	Aluminium and other non-ferrous metals	19	14
401.2	Bagged Cargo (except wheat bran)	19	14
401.3	Bulk materials - solids		
	a) Less than 10,000 DWT Tons	N/A	7
	b) 10,000 DWT Tons or more	N/A	6
401.4	Bulk Materials - liquids (rates per Ton per year)		
	a) 0 – 1,000,000 Tons	N/A	4
	b) 1,000,001 to 2,000,000 Tons	N/A	3.50

	c) Over 2,000,000 Tons Note: Items 401.4(b) and 401.4(c) are applicable only on incremental volume within same calendar year.	N/A	3
401.5	Chilled and frozen Cargo (rates per DWT)		
	a) Cold store (-26˚C to +12˚C)		
	Inward Ex sea	24	19
	Outward Ex cold store to sea	14	N/A
	Inward Ex road	31	N/A
	Outward Ex cold store to road	31	N/A
	b) Cool store (+10˚C to + 20˚C)		
	Inward / Outward Ex road	13	N/A
401.6	General Cargo NOS. (Not Otherwise Specified)	23	16
401.7	Any unit of Cargo of 20 Tons or over	28	19
401.8	Iron and steel	26	16
401.9	Livestock - per head	N/A	5
401.10	Scrap metal		
	a) Less than 1,000 Tons	N/A	16
	b) 1,000 Tons and over	N/A	10
	Note: Both the above rates exclude the cost of clearing up residue on completion of operations which will be to the account of the User.		
401.11	Plastic raw material	18	14
401.12	Plywood bundles	21	16
401.13	Timber - whitewood/hardwood	17	14
401.14	Waste paper bales (per DWT)	26	17
401.15	Wheat bran (per DWT)	34	21
401.16	Auctioned Cargo (Cargo purchased from public auction)	23	N/A

Notes:

1. The above charges **DO NOT** include Stevedoring charges.
2. A minimum Port handling charge of AED 70 per bill of entry will be charged.
3. For Hazardous Materials handled in General Cargo, cold and cool stores 50% extra will be charged as surcharge in addition to Port handling charges.
4. Auctioned Cargo handling charges do not include heavy lift and RO-RO. Heavy lifts and RORO will be charged as per Items 401.7 and 601 respectively.

	Passenger Handling	**Per person Charges in AED**

401.17	Embarking and disembarking – ferry services	50
401.18	Embarking and disembarking – homeporting Cruise Vessel calls (per season per liner):	
	a) 0 - 40,000 passengers	45
	b) 40,001 - 70,000 passengers	40
	c) 70,001 - 100,000 passengers	35
	d) 100,001 - 200,000 passengers	30
	e) 200,001 passengers and above	25
401.19	Embarking and disembarking - non homeporting Cruise Vessel calls (per season per liner):	
	a) 0 – 1000	60
	b) 1,001 - 3,000	55
	c) 3001 and above	50

Notes:

1. Total passengers handled per call = total number of passengers disembarked, embarked and shore excursions at Mina Rashid Cruise Vessel Terminal, Dubai.
2. Passengers handled in a season for each cruise line = total passenger count from September to June.
3. Passenger handling charges for homeporting Cruise Vessels will initially be as per Item 401.18(a). If the relevant cruise liner/operator falls within the higher categories of passengercount as listed in Item 401.18, the charges payable will be adjusted accordingly at the end of the season from first passenger onwards.
4. Passenger handling charges for non-homeporting Cruise Vessels will initially be as per 401.19(a). If the relevant cruise liner/operator falls within the higher categories of passengercount as listed in Item 401.19, the charges payable will be adjusted accordingly at the end of the season from first passenger onwards.
5. Passenger handling charges for maiden calls are waived.

402. TRANSHIPMENT HANDLING CHARGES

402.1 Transhipment Cargo shall be charged at the appropriate “Received to Port Facility" rate under Item 401.

402.2 Where the on-carrying Vessel is berthed at a berth other than that at which the Transhipment Cargo was landed, then any additional costs involved in moving the Cargo to the relevant loading berth will be paid in addition to the charges under Item 401.

403. WAY-LEAVE

Cargo transhipped directly from Vessel-to-Vessel double banked at the Port will be charged a wayleave rate of AED 11 per Ton.

Note: The approval of the Port Operator must be obtained in advance for Cargo transhipped direct from Vessel to Vessel.

404. CARGO STORAGE CHARGES (OTHER THAN CONTAINERISED CARGO STORAGE)

Rates apply per Ton.

404.1 **Import/Export Cargo - Covered storage**

Days	Charges in AED
First 10 Days	Free
Thereafter	11 per Day

404.2 **Import/Export Cargo - Open storage**

Days	Charges in AED
First 20 Days	Free
Thereafter	6 per Day

Note: Where a minimum of 7,000 Tons is imported by a Consignee on a single Vessel voyage/rotation, 30 Days' free open storage shall apply.

404.3 **Transhipment Cargo - Covered storage**

Days	Charges in AED
First 15 Days	Free
Next 20 Days	5.50 per 5 Days
Thereafter	8 per 5 Days

404.4 **Transhipment Cargo - Open storage**

Days	Charges in AED
First 30 Days	Free
Next 20 Days	5.50 per 5 Days
Thereafter	8 per 5 Days

404.5 **Cold/cool storage – (Subject to availability)**

Facility	Charges in AED
Cool storage	5 per Day
Cold storage	6 per Day

Notes**:**

1. A minimum storage charge of AED 35 per bill of entry will be charged.
2. Cargo stored in the Port but not handled over the quay will not be entitled to any free storage period.
3. Long term storage rates are available upon request.

405. CARS AND/OR LORRIES OVER STOWING INBOUND CARGO

405.1 Permission from the Port Operator must be obtained to land such vehicles. The following handling charges will be applied on each car or lorry which has to be landed ashore to permit discharge of other inbound Cargo:

(a) Shore handling/storage per car - AED 45 per day or part thereof.

(b) Shore handling/storage per lorry - AED 85 per day or part thereof.

Note: The above rates do not include Stevedoring charges.

406. OVERCARRIED AND MISLANDED CARGO

The rates under Item 401 will apply.

407. WEIGHING/MEASURING/INSPECTION

407.1 Measuring bags, packages or articles AED 2.00 per CBM will apply (minimum charge will be AED 100).

407.2 Inspecting un-manifested/excess landed Cargo or repacking of Cargo - a charge of AED 45 per package will apply.

407.3 Weighing General Cargo and furnishing weighbridge ticket - AED 85 per ticket.

408. SORTING TO BILL OF LADING - SUBMARKS, NUMBERS OR SIZES

Cargo must be landed according to the relevant Bill of Lading. Where Cargo is landed with "NIL" mark, without marks or wrong marks, and requires to be sorted in order to meet delivery requirements, a charge of AED 21 per Ton will be applied against that portion of the Cargo requiring sorting.

409. DAMAGED OR DEFECTIVE CARGO

Damaged or defective Cargo which is likely to deteriorate must be cleared from the Port Facilities within 30 Days of the date of discharge, at the User's cost. Any further damage or deterioration to such Cargo or caused by such Cargo to other Cargo or to the Port Facilities, will be for the User's account. The User will keep the Port Operator fully indemnified in this respect, upon first written demand by the Port Operator. Any Cargo not cleared in accordance with the above may be removed by the Port Operator at the User's risk and expense.

410. MISDECLARATION OF CARGO WEIGHTS

410.1 The Port Operator will not permit its equipment to be used in any way to lift, move or transport any Cargo unit weighing in excess of the applicable safe working load.

410.2 Should the Port Operator’s equipment be used to handle overweight Cargo, the party or parties causing such unauthorized use shall fully indemnify the Port Operator against, and be held liable for, all losses, liabilities, claims, demands and suits for damage, death and/or personal injury, including legal and court expenses, directly or indirectly resulting from such use.

410.3 Mis-declared Cargo will be rejected and a fine of AED 1,300 per mis-declared unit of Cargo will be charged.

411. DATA AMENDMENTS

Data amendments at User’s request will be charged at AED 40 per document that requires change.

412. DISTRESSED CARGO

Cargo that has been subjected to fire, water, shifting or other incidents that cause the Cargo to require special handling will be subject to special rates.

413. TARPAULIN HIRE (TO COVER CARGO)

At the request of the User, a tarpaulin may be provided at a rate of AED 300 per tarpaulin (40ft x 40ft), per 30 Days or part thereof. The rate is inclusive of fitting and removing.

414. STAGING AREA CHARGES

Any quay area used for keeping Vessel parts, third party equipment (including crane mobilisation area), or any Cargo to facilitate the loading/ discharge operation of the Vessel, which is outside the scope of a normal operation, shall be charged at the rate of AED 25 per sq. meter per day.

501. LOADING / DISCHARGING OF CONTAINERS –TERMINAL HANDLING CHARGE (THC)

	Up to 20'- Charges in AED (Per Container)	Over 20'- Charges in AED (Per Container)
Full	440	698
Empty	260	355

The above rates are chargeable per move. Rates are inclusive of all overtime with the exception of declared Public Holidays (see Item 232.4).

502. HAZARDOUS CONTAINERS

502.1 Loading/discharging Containers loaded with Hazardous Material will be charged an additional 50% above the applicable THC.

Note: Above additional charge will apply on laden Transshipments but is not applicable to Import LCL Cargo destined to Port Container Freight Station (except Cargo of IMDG Code Classes 1 and 7).

502.2 Other charges and fines for Hazardous Material violations and leaking Containers may be levied at the discretion of the Port Operator. Please see Appendix 1 – Related third party Tariffs for more information.

503. CONDITIONS AND SERVICES

The rates in Item 501 are based on the following conditions and services:

503.1 That the Vessel is constructed in a manner that permits the Port Operator to load and discharge Containers by using a gantry type Container crane;

503.2 That the loading or discharging is not delayed or interrupted by Cargo not being ready for handling;

503.3 That User reporting and documentation is in accordance with these Tariffs and other existing rules and regulations;

503.4 Re-stows will not count towards User volume throughput;

503.5 Direct Delivery is not allowed except under special circumstances, with the prior approval of the Port Operator;

503.6 Discharging means Container move from stowed position on Vessel to Point of Rest in yard;

503.7 Loading means Container move from Point of Rest in yard to stowed position on Vessel;

503.8 Transhipment discharge means Container move from stowed position on Vessel to Point of Rest in yard **THEN** Transhipment load means Container move from Point of Rest in yard to stowed position on Vessel;

503.9 Lashing and unlashing service will be included, provided that all Container lashings are of the quick release type, in sound working condition and are supplied by the Vessel and excessive under deck lashing is not required. For extra lashing of Containers or any other Cargo, charge for extra gang as per Item 704.3 shall apply.

503.10 Cranes, trailers, grounding and stacking equipment and labour will be provided as required. 503.11 Free storage as per Item 511 shall apply for Containers handled over quay.

504. RE-STOWS (ANY SIZE)

Move type	Charges (AED) per container
Re-Stow (All move types)	245

Re-stows will not count towards User volume throughput.

505. OTHER EQUIPMENT

Pontoons, hatch covers, stacking frames, gear boxes and lashing bins will be charged at rates shown in Item 504, but will not count towards User volume throughput.

506. SHIFTING OF CONTAINERS

	Locations	Charges per 20'- in AED per Container	Charges per 40' - in AED per Container
506.1	Within a Container Terminal, weigh bridge and repair facilities located within Port (includes grounding)	175	225
506.2	Container Terminal to Container Freight Station. Note: 1) Charges are for round trip including grounding. 2) Shifts will apply to all LCL Containers.	260	320
506.3	Container Terminal to Container Freight Station via X-Ray inspection or weigh bridge	330	440
506.4	Container Terminal to General Cargo and all other locations outside Terminal. Note : This rate does not include any charge for grounding and / or move from ground to trailer that may be incurred. Grounding charge shall be at AED155 per unit except non – operational areas where the rate will be AED 400/- for the first Container. All subsequent Containers will be charged at AED 155/- per container provided job executed same time.	330	440
506.5	Inter-Terminal Transfer (ITT) between Container terminals at Jebel Ali Port. Charges inclusive of loading, offloading and trucking. Note : ITT request must be received minimum 48 hours before the loading vessel arrival. Any request received thereafter will be accepted at the Port's discretion, based on availability of resources and operations feasibility	155	255

507. TRUCK LOADING/ UNLOADING CHARGE (TLUC)

Truck loading and unloading charges applies to all Containers, regardless of size that are delivered and received through the Port Facility Terminal gates.

Service	Charges in AED
Loading	157
Unloading	157

Note 1: Rates are charged per Container move from Point of Rest in yard to the truck and vice versa.

Note 2: TLUC shall also apply to the Containers refused by User for any reason whatsoever and that need to be grounded in yard.

Note 3: At the time of release of any Container from Port Facility, a lump sum TLUC charge of AED 314 will be charged to the User.

508. USE OF SPECIAL EQUIPMENT

The use of special gear (emergency gear, wires or chains) for each lift during Container handling operations will be charged at the rate of AED 625 per lift per Container in addition to the appropriate Container handling rate.

509. WEIGHING OF CONTAINERS

509.1 Weighing Containers will be charged at AED 65 per Container per ticket.

509.2 As per the International Convention for the Safety of Life at Sea (SOLAS) "Verified Gross Mass" (VGM) certificates must be provided for all full Containers prior to loading.

510. CONTAINERS STUFFED IN EXCESS OF STATED CAPACITY

510.1 These Tariffs are not applicable to standard Containers stuffed in excess of their maximum capacity. The Port Operator will not permit its cranes or any of its other mechanical equipment to be used in any way to lift, move or transport Containers that are loaded in excess of their stated capacity. Should the Port Operator's equipment or cranes be used to lift, move or transport Containers which are loaded in excess of their stated maximum capacity, the party or parties causing such unauthorized use shall fully indemnify the Port against, and be held liable for, all losses, liabilities, claims, demands and suits for damage, death and personal injury, including legal and court expenses, directly or indirectly resulting from such unauthorized use.

510.2 Containers with weight exceeding their stated maximum capacity will be rejected by the Port Operator and a fine of AED 1,300 per overweight Container will be charged. The Port Operator may empty these overweight Containers as required to comply with their stated capacity or may return them and/or all or part of their contents to the relevant User, at such User's expense. This is at the discretion of the Port Operator. Any costs incurred in relation to overweight Containers will be charged to and payable by the User in full.

511. CONTAINER STORAGE RATES

Note: Rates apply per Container per Day

511.1 **a) Import full Containers (Other than IDMG class 5 and 8)**

Import	**Up to 20'- Charges in AED**	**Over 20'- Charges in AED**	**OOG - Up to 20'- Charges in AED**	**OOG - Over 20'- Charges in AED**
First 10 Days	Free	Free	Free	Free
Next 5 Days	82	164	246	492
Thereafter	153	306	459	918

Note 1: Where a consignee imports at least 30 Containers on a single Bill of Lading or on the same Vessel-voyage (rotation) free storage will be granted for the first 14 Days of storage. Thereafter, the above rates will apply.

Note 2: Where a consignee imports at least 100 Containers on a single Bill of Lading or on the same Vessel-voyage (rotation) free storage will be granted for the first 20 Days of storage. Thereafter, the above rates will apply.

b) Import full Containers IDMG class 5

Import	Up to 20'- Charges in AED	Over 20'- Charges in AED	OOG - Up to 20'- Charges in AED	OOG - Over 20'- Charges in AED
First 10 Days	500	500	1,500	1,500
Thereafter	1,000	1,000	3,000	3,000

c) Import full Containers IDMG class 8

Import	Up to 20'- Charges in AED	Over 20'- Charges in AED	OOG - Up to 20'- Charges in AED	OOG - Over 20'- Charges in AED
First 3 Days	Free	Free	Free	Free
Next 5 Days	82	164	246	492
Thereafter	153	306	459	918

511.2 **a) Export full Containers (Other than IDMG class 5 and 8)**

Export	Up to 20'- Charges in AED	Over 20'- Charges in AED	OOG - Up to 20'- Charges in AED	OOG - Over 20'- Charges in AED
First 10 Days	Free	Free	Free	Free
Next 20 Days	31	62	93	186
Next 30 Days	41	82	123	246
Thereafter	82	164	246	492

b) Export full Containers IDMG class 5

Export	Up to 20'- Charges in AED	Over 20'- Charges in AED	OOG - Up to 20'- Charges in AED	OOG - Over 20'- Charges in AED

First 3 Days	Free	Free	Free	Free
Next 7 Days	200	400	600	1,200
Thereafter	500	1,000	1,500	3,000

c) Export full Containers IDMG class 8

Export	Up to 20'- Charges in AED	Over 20'- Charges in AED	OOG - Up to 20'- Charges in AED	OOG - Over 20'- Charges in AED
First 3 Days	Free	Free	Free	Free
Next 20 Days	31	62	93	186
Next 30 Days	41	82	123	246
Thereafter	82	164	246	492

511.3 **a) Transshipment and empty Containers (Other than IMDG class 5 and 8)**

	Up to 20'- Charges in AED	**Over 20'- Charges in AED**	**OOG - Up to 20'- Charges in AED**	**OOG - Over 20'- Charges in AED**
First 10 Days	Free	Free	Free	Free
Next 90 Days	12	24	36	72
Thereafter	24	48	72	144

b) Transshipment and empty Containers IMDG class 5

	Up to 20'- Charges in AED	**Over 20'- Charges in AED**	**OOG - Up to 20'- Charges in AED**	**OOG - Over 20'- Charges in AED**
First 7 Days	Free	Free	Free	Free
Next 7 Days	100	200	300	600
Thereafter	200	400	600	1200

c) Transshipment and empty Containers IMDG class 8

	Up to 20'- Charges in AED	**Over 20'- Charges in AED**	**OOG - Up to 20'- Charges in AED**	**OOG - Over 20'- Charges in AED**
First 7 Days	Free	Free	Free	Free
Next 7 Days	50	100	150	300
Thereafter	100	200	300	600

Note: Empty Container storage charges shall be applied at the end of each month for Containers not delivered or loaded during each such month.

511.4 If Port trailers are used for storage of Containers/breakbulk, AED 300/- per day will be applicable for each trailer used, in addition to applicable storage charges.

511.5 **Leaking Containers**

(a) If any Container found leaking, it shall be shifted to the Port's 'Leaking Container Area' at the User's cost, where it will be under the supervision of the Port's Department of Health Safety & Environment. After inspection, if necessary, Hazardous Material operations shall be carried out by the Port Operator at the User's expense, as may be required for the safety of the Port and/or of the Environment, and in accordance with applicable Environmental Laws, including the PCFC's EHS regulations and the IMDG Code.

(b) Any costs incurred by or on behalf of the Port Operator in relation to pollution prevention measures, or in relation to clean-up or waste disposal made necessary by leaking or damaged Containers, tanks or packages will be for the User's account, and such User will immediately reimburse the Port in this regard. In addition, the User will indemnify the Port
Operator against, and be held liable for, all losses, liabilities, claims, demands and suits for
damage, death and/or personal injury, including legal and court expenses, directly or indirectly arising out of or in connection with such leaking Containers, tanks or packages.

(c) When Containers are stored in the 'Leaking Container Area', the following storage charges shall apply per Container per Day:

	Up to 20' - Charges in AED	**Over 20'- Charges in AED**
First 10 Days	500	500
Thereafter	1,000	1,000

512. STUFFING OR UNSTUFFING AT CONTAINER FREIGHT STATION (CFS)

512.1 LCL/FCL Containers un-stuffed at Port - AED 375 per TEU.

512.2 LCL Containers un-stuffed at Port, but that were not notified to the Port Operator prior to Vessel's arrival, will be subject to a change of designation charge as per Item 521.1(a), in addition to unstuffing charges.

Note: The above rates do not cover shifting charges.

512.3 Cargo received or delivered from Port CFS will incur the Port handling charges below, provided always that such Port handling charges will be of a minimum of AED 70:

	Cargo Type	**Charges in AED per Freight Ton**
a	For Transhipment / Export Cargo	24
b	For Import Cargo	26
c	For Cargo with Hazardous Materials handled in CFS	50% surcharge in addition to standard Port handling charges

512.4 Un-stuffing Containers directly to User Transport will be charged as follows, per Container:

Up to 20'- Charges in AED	Over 20'- Charges in AED
375	750

512.5 When Containers are unstuffed or stuffed at private CFS facilities, the following surcharge will apply per Container.

Up to 20'- Charges in AED	Over 20'- Charges in AED
50	90

512.6 Partial stuffing or un-stuffing, per Container:

Cargo Volume (CBM)	20'- Charges in AED	40'- Charges in AED
Up to 3 CBM	140	140
Up to 10 CBM	205	205
More than 10 CBM	375	375
More than 20 CBM	-	750

Notes:

1. For stuffing/de-stuffing vehicles with Cargo into/from Containers the charges at Item 514 will apply, in addition to the above rates.
2. Administration charge for cancelling CFS Container job - AED 60 per cancellation document.
3. Where additional equipment or labour is required in the opinion of the Port Operator or at the request of the user, additional charges will be applied accordingly.
4. In case of overweight/damaged/leaking/loose scrap Containers, additional charges will be applied for extra manpower and equipment (if used), as deemed necessary by the Port Operator.
5. When any stuffing or de-stuffing operation is carried out other than in a CFS, a 50% surcharge will be added to standard charges applicable.

513. STORAGE AT CFS

Note: Rates apply per Ton.

513.1 Import/Export – Covered storage

Period	Charges in AED
First 5 Days	Free
Next 10 Days	5 per 5 Days
Next 10 Days	5.50 per 5 Days
Thereafter	8 per 5 Days

513.2 Import/Export – Open storage

Period	Charges in AED
First 10 Days	Free
Next 15 Days	5 per 5 Days
Next 15 Days	5.50 per 5 Days
Thereafter	8 per 5 Days

513.3 Transhipment – Covered storage

Period	Charges in AED
First 15 Days	Free
Next 20 Days	5.50 per 5 Days
Thereafter	8 per 5 Days

513.4 Transhipment – Open storage

Period	Charges in AED
First 30 Days	Free

Next 20 Days	5.50 per 5 Days
Thereafter	8 per 5 Days

Note: LCL Cargo unstuffed from Containers handled over the Port Operator's quay receive free storage as per above.

514. STUFFING OR UNSTUFFING VEHICLES AT CONTAINER FREIGHT STATION (CFS)

514.1 Stuffing vehicles into Containers, including standard blocking and bracing, will be charged at a rate of AED 250 per vehicle. Additional lashing will be charged at cost.

514.2 Un-stuffing of vehicles from Containers, including standard unlashing and unblocking, will be charged at a rate of AED 250 per vehicle.

514.3 For Containers which require stuffing/de-stuffing of a vehicle in addition to other Cargo, Items 514.1 or 514.2, in addition to Item 512.6, will apply.

514.4 Stuffing/de-stuffing of a vehicle with more than 14 seats or of any other long vehicle in a dry Container will be charged at a rate of AED 550 (including normal blocking and lashing).

Note: The above rates do not include Container/Cargo shifting charges and only apply for standard vehicles that can be shipped in closed Containers.

514.5 CFS MISCELLANEOUS SERVICES

Service	Charges in AED
Container outer inspection & monitoring	50 per Container
Extender fitting on flat-rack Container	260 per Container
Re-arranging Import Cargo	26 per Ton
Re-arranging Export Cargo	24 per Ton
Vehicle lashing on special stand	715 per stand
Palletization at CFS - with material	80 per pallet.
Palletization at CFS - without material	45 per pallet
Inspection of lashing	55 per Container
Door opening and closing for inspection	140 per Container

514.6 LASHING OF CARGO IN CONTAINERS

	Lashing of Cargo in Containers	20'- Charges in AED	40'- Charges in AED
a)	Lashing of Cargo in dry Container	120	150
b)	Lashing of Cargo in flats & flat rack Containers	145	200

515. MONITORING OF REFRIGERATED CONTAINERS

For monitoring of refrigerated Containers - AED 155 per 24 hours or part thereof will apply. This charge is in addition to the applicable THC and storage charges.

Note: This charge covers connection/disconnection and monitoring of the temperature. No maintenance will be performed on malfunctioning reefers. The Port Operator will notify the Cargo's agent and report malfunctions if and as soon as discovered. The Port Operator will not assume responsibility for power failure or reefer malfunction. The Port Operator may perform reefer repairs to machinery on request at an additional cost.

516. DELAYS TO CRANE

After the first 30 (thirty) minutes of delay a charge of AED 1,500 per hour (or part thereof), per crane, will apply from the time each crane remains idle.

517. CANCELLATION / POSTPONEMENT OF BERTHING

When it is desired to cancel or postpone berthing, advance notice of 24 (twenty-four) hours shall be given to the Port Operator, otherwise the Port Operator reserves the right to invoke Item 516 against the Vessel or its agent.

518. CLEANING CONTAINERS

	Service	20' Charges in AED	40' Charges in AED
518.1	Cleaning (per Container)	80	115
518.2	a) Removal of placards per Container	45	45
	b) Applying placards per Container	45	45
	c) Cost of each placard	45	45

519. KNOCKING DOWN FLAT RACKS

Knocking down flat racks per unit - AED 70.

Note: All empty flat racks delivered to Port should be in "knocked down" position. Otherwise, the Port Operator shall knock down relevant flat racks prior to receiving them and raise the cost of doing so to the User.

520. FITTING AND OR REMOVING TARPAULINS

20' Charges in AED (per Container)	40' Charges in AED (per Container)
120	240

521. ADMINISTRATIVE CHARGES AND THEIR OPERATIONAL REQUIREMENT

	Administrative Service	Charges in AED

521.1	a) Change of designation from Import to Export, or to Transhipment, or to empty, or vice versa Note: In case of designation change from Import full to transhipment full, storage charges will be applied basis Import full tariff item 511.1 until date of change, and basis Transhipment tariff item 511.3 from date of change onwards.	80 per Container
	b) Mis-declaration of, or change to, port of discharge	80 per Container
521.2	Shut outs at shipside or already moved	185 per Container
521.3	Interchange between lines	140 per Container
521.4	Computer data amendment at agent's request	40 per amendment
521.5	Empty Container monitoring (delivery order validity)	16 per Container
521.6	Administration of seals	16 per seal
521.7	Outbound carrier Transhipment	
	a) Non - declaration of outward carrier	80 per Container
	b) Change in outward carrier **before loading Vessel's cut-off time**: If all Containers under a rotation / voyage or all Containers for a specific NPOD (Next Port of Discharge) under a rotation / voyage are transferred from	80 per Container
	one Vessel to another, AED 80/- shall apply to entire Lot of Containers, irrespective of number of Containers. Note: Lot of Containers transfer will be allowed only for complete rotation or complete 'Port of Discharge' under one rotation. Any change after load cut off time and partial change will be charged per container.	
521.8	Outbound carrier Export	
	a) Non or mis-declaration of outward carrier	80 per Container
	b) Change in outward carrier b**efore loading Vessel's cut off time**: If all containers under a rotation / voyage or all containers for a specific NPOD (Next Port of Discharge) under a rotation / voyage are transferred from one vessel to another, AED 80/- shall apply for entire Lot of Containers, irrespective of number of containers. Note: Lot of Containers transfer will be allowed only for complete rotation or complete 'Port of Discharge' under one rotation. Any change after load cut off time and partial change will be charged per container.	80 per Container
521.9	Include Containers in load list after cut off time of the Vessel	Additional handling will be charged as per Item 501
521.10	Include Containers in discharge list after cut off time of the Vessel	40 per Container

521.11	Photograph charges	25 per photograph
521.12	Discharge out of list Container	40 per Container
521.13	Discharge / load lists / BAPLIE files deletion before cut off time	100 per file
521.14	Port Operator Container seals	20 per seal

522. UNDELIVERED CONTAINERS – AUCTION / DISPOSAL

Containers containing Cargo destined for public auction or for disposal as per Item 218 will only be released after all shifting and un-stuffing charges as per Items 506, 512 and storage charges (calculated at AED 27 per day per Container from end of free storage period) have been received by the Port Operator. If Container found leaking and stored in leaking area then storage shall be calculated at AED 100/- per day per Container. These charges shall be raised to the relevant shipping agent account.

523. BUNDLING / UNBUNDLING OF EMPTY FLATS / FLAT RACKS / VESSEL EMPTY MAFI

	20'- Charges in AED	40'- Charges in AED
Two empty flats/flat racks / mafis lashing in one bundle	565	795
Three empty flats/flat racks / mafis lashing in one bundle	625	850
Four empty flats/flat racks / mafis lashing in one bundle	680	960

Note: For all units loaded as bundles, THC will be charged per unit.

524. CONTAINER MAINTENANCE CHARGES

		Up to 20' Container-Charges in AED	Over 20' Container-Charges in AED
a)	Labour hourly rates for reefer Container repair or any other job Note: If a technician needs to attend a complaint on board a minimum of two hours will be charged	110 per man hour	110 per man hour
b)	High pressure water wash	100 per Container	150 per Container
c)	Steam cleaning	125 per Container	175 per Container
d)	Chemical cleaning	175 per Container	250 per Container
e)	Pre -trip inspection and washing	290 per Container	325 per Container
f)	Pre-trip inspection failed after shifting	145 per Container	165 per Container

g)	Cleaning refrigeration units and condenser with high pressure water wash	50 per unit	50 per unit
h)	Reefer data download/upload	105 per Container	105 per Container
i)	Genset connection/disconnection	105 per Container	105 per Container
j)	Changing reefer settings: temperature, fresh air ventilation, etc.	55 per call out	55 per call out
k)	Reefer repair estimation Note : If reefer is to be repaired by Port Operator, then estimation charges not applicable	220/- per estimate	220/- per estimate
l)	Halide flame test (including photograph charges)	100/- per Container	100/- per Container

Notes:

1. Any other services provided will be charged as per the Port Operator's Tariffs.
2. For all above services, shifting charges applicable as per Item 506.1.

525. CANCELLATION OF LABOUR GANGS

Cancellation of order shall be submitted in writing to General Cargo office of respective terminal.

525.1 If Port labour and Stevedoring gangs are cancelled after ordering, but before being mobilised, a cancellation fee of AED 200 per gang shall be applied.

525.2 If Port labour and Stevedoring gangs are cancelled after mobilisation/operation start time, a cancellation charge of AED 400 per gang will apply, in addition to the charge as per Item 249. Overtime will be charged in addition, if applicable.

525.3 When Port labour and Stevedoring gangs order is revised a charge of AED 200 per revision shall be applied, thereafter every subsequent revision will be charged at AED 250.

526. OPENING AND CLOSING OF HATCHES

Opening and closing of hatches is the responsibility of the Vessel and is to be performed at its costs. If the Port Operator carries out such operations, a charge of AED 375 will be applied per hatch. Upper Twin Deck and Lower Twin Deck are to be considered separate operations. All productivity time lost during these operations will be charged as per Item 249.

527. TRANSHIPMENT CARGO

Cargo Transhipped, including ship to ship via quay or double banking, will be charged at AED 16 per Ton for discharge, and AED 16 per Ton for loading, except bagged Cargo which will be at the normal Tariff rate.

528. SHIFTING CARGO ONBOARD (RE-STOW)

528.1 Shifting Cargo on board Vessels within hatch shall be charged at the normal Tariff rate. No Port handling charges will apply.

528.2 Shifting Cargo on board from one hatch to another hatch without landing on quay shall be charged at normal Tariff rate plus 50%. No Port handling charges will apply.

528.3 Shifting Cargo on board from one hatch to another hatch via quay shall be charged as per Item 527. Port handling charges will apply as per Item 403.

Note: In case the tonnage of shifted Cargo is not available, then physical measurements will be taken and the charges for doing so shall be as per Item 407.

529. RIGGING DERRICKS

Vessel's crew is responsible for rigging Vessel derricks, opening and closing hatches and for any other Vessel gear. Time lost during such operation, shall be charged as per Item 249.

530. CARGO SORTING / IMPROPER STOWAGE SURCHARGE

530.1 The Cargo shall be discharged on an 'as is where-is basis'. In case Cargo sorting is required on board the Vessel, AED 41 per Ton will be applicable. Said charges will be applied to the complete relevant tonnage as per Cargo manifest/Bill of Lading and not to the actual tonnage sorted.

530.2 If a Vessel has improper stowage/dumped Cargo, whereby additional manpower and resources are required to ensure safe working conditions to discharge the Cargo, a surcharge of AED 20 per Ton of Cargo on-board will be applied to the charge under Item 530.1, in addition to other charges applicable under these Tariffs.

531. LOCKER / DEEP TANK AND CABIN CARGO

531.1 For any Cargo discharged/loaded from / to lockers, deep tanks, Vessel accommodation or any other space not recognized as a genuine Cargo hatch, a surcharge of AED 9 per Ton will apply in addition to the normal Tariff rate.

531.2 The surcharge in Item 531.1 shall also apply to Cargo loaded/discharged from hatch tunnels, alleyways, long ends or deep wings. The decision as to whether a hatch has long ends or deep wings will be at the Port Operator's discretion.

532. TIMBER - PLYWOOD

	Packaging	Charges in AED
532.1	In Bundles and crates	AED 18 per Ton
532.2	Loose	AED 21 per Ton

533. BAGGED CARGO

	Packaging	Charges in AED
533.1	Bran, soya bean meal, animal feed and bags weighing less than 25 kg each	22 per metric Ton.

533.2	Cement, brytes, mud, asbestos and all other Cargo (jumbo bags)	21 per metric Ton.
533.3	Any other bagged Cargo (except Hazardous Materials)	19 per metric Ton.

534. HEAVY LIFT / AWKWARD LIFTS

	Category	Charges in AED
534.1	Each unit of 20 Tons or more	16 per Ton
534.2	Porta cabin / boats each unit 20 Tons or more	16 per Ton

Note: It is the agent's responsibility to provide suitable equipment or to bear the cost of shifting the heavy lift/awkward lift from under hook to the relevant storage area.

535. HAZARDOUS CARGO

		Charges in AED
535.1	In bags	41 per metric Ton
535.2	In plastic containers	41 per Ton
535.3	Any other packaging	29 per Ton

536. SCRAP

		Charges in AED
536.1	Steel, iron and copper	41 per metric Ton
536.2	Aluminium	41 per Ton

537. LIVE ANIMALS

		Charges in AED
537.1	Cow, buffalo, other Cattle, horse and camel	12 per head
537.2	Goat and sheep	4 per head

538. STEEL

		Charges in AED
538.1	Steel coils / billets	17 per metric Ton
538.2	Steel products (angles, plates, flat bars, etc.)	19 per Ton

539. GENERAL CARGO

539.1 Not otherwise specified AED 18 per Ton.

539.2 Palletizing Cargo AED 4 per Ton.

(Pallets remain the property of the Port Operator).

540. RO-RO

To load or discharge self-propelled wheeled and tracked unit(s) from quay side to Vessel or vice versa.

540.1 Self-propelled and tracked unit

		Charges in AED
a)	Up to 3 metric Tons	55 per unit
b)	Above 3 and up to 10 metric Tons	70 per unit
c)	Above 10 and up to 50 metric Tons	170 per unit
d)	Above 50 and up to 70 metric Tons	680 per unit
e)	Above 70 metric Tons	16 per metric Ton

540.2 Vessel empty Mafi and Trailers

		Charges in AED
a)	Up to 5 metric Tons	50 per unit
b)	Above 5 and up to 50 metric Tons	100 per unit
c)	Above 50 metric Tons	At Port Operator's discretion

540.3 Shifting of RO-RO units within the Vessel or via quay - AED 140 per unit

Note:

1. For any Cargo loaded/discharged by any method other than RO-RO, rates under Item 534 and 539 shall apply.
2. Any Cargo loaded on vehicles will be charged individually at appropriate Stevedoring rates.
3. Mafi discharged or loaded on top of each other, will be charged separately.

541. BULK

541.1 Crushed (powdered)

		Charges in AED
a)	With mechanical grab and mechanical shovel in hatch.	8 per metric Ton
b)	With bucket and mechanical shovel in the hatch.	8 per metric Ton
c)	With bucket and hand shovel or any other gears to be used manually.	19 per metric Ton

541.2 Uncrushed (stones)

		Charges in AED
a)	With mechanical grab and mechanical shovel in hatch.	10 per metric Ton
b)	With bucket and mechanical shovel in the hatch.	16 per metric Ton
c)	With bucket and spade shovel or any other gears used manually	21 per metric Ton

541.3 Grains, cement, etc.

(a) If loaded/discharged by suction systems - N/A

(b) If loaded/discharged by any other method, rates under Items No. 541.1(a) and 541(b) shall apply.

541.4 **Bulk liquid loaded/discharged through pipelines** - N/A

Note: If the Vessel is not a bulk carrier (i.e. Vessel with tween deck) AED 2.50 per Ton will apply.

542. REEFER

Chilled / reefer Cargo - AED 34 per metric Ton.

543. DISTRESSED CARGO

Cargo that has been affected by fire, water, shifting or other incidents causing it to have to be handled other than in the normal manner, shall be subject to special rates.

544. INTERNAL SHIFTING WITHIN GENERAL CARGO TERMINAL

	Trailer - Charges in AED per trip	3 Ton pickup - Charges in AED per trip
Internal shifting of Cargo from one berth / quay to another (including equipment and manpower involved in shifting operation)	715	215

545. HANDLING SHIP SPARES

For discharging and loading ships spares from/to Vessel, the following charges will apply:

(a) Trucking charges AED 300/- per trip;

(b) Handling charges as per Item 512.3(a); and (c) Storage charges as per Item 513.3.

546. INCLUSION OF CARGO IN LOAD LIST AFTER CUT-OFF TIME

546.1 All Customs certificates and documentation must be processed, and applicable charges must be settled, prior to applicable cut-off time. Failing this, the relevant Cargo will be prevented from being loaded and charges as per Item 411 per export booking shall apply.

546.2 Acceptance of Cargo will be at sole discretion of General Cargo Operations Management. User is allowed to bring the Cargo for loading up to Vessel completion.

546.3 Double Stevedoring charges will only be applicable if Cargo is included/amended in load list after cut-off time of the Vessel and the Vessel is occupying berth without cargo operations, awaiting the cargo delivery.

547. GAS FREE CERTIFICATION SURVEY

If a "Gas Free Certification" survey is required for any General Cargo Vessel carrying timber, the Port Operator can provide the same at a charge of AED 350/- per visit of the Port Operator's surveyor.

601. LOADING / DISCHARGING OF VEHICLES - PORT HANDLING CHARGES

	Load / Discharge Vehicles	Rates per unit - in AED
601.1	Up to and including 1.5 metric Tons	205
601.2	Over 1.5 and up to 5 metric Tons	290
601.3	Over 5 and up to 15 metric Tons	495
601.4	Over 15 metric Tons	495, plus 9 per freight Ton
601.5	a) Road trailers with tractor (up to 15 metric Tons)	790
	b) Road trailers without tractor	500
601.6	All tracked vehicles - minimum charge	540

Notes:

1. Trailers and/or vehicles loaded on top of other units shall be charged as individual units.
2. General Cargo loaded in or on any vehicle shall be charged at appropriate General Cargo rate. The trailer shall be charged as per Item 601.5
3. For trailers without tractor, towing charges as per item 605.1 shall apply in addition to handling charges under Item 601.5.

602. TRANSHIPMENT VEHICLES

602.1 Transhipment vehicles/RO-RO units will be charged at 150% of the above rates in Item 601.

602.2 Where the on-carrying Vessel is berthed at a berth other than that at which the Transhipment Cargo was landed, then any additional costs for moving the Cargo will be paid in addition to those charges under Item 602.1 above, as determined by the Port Operator.

602.3 The rates in Items 601 and 602 do not include Stevedoring charges and are based on the following conditions:

(a) All motorized units are to be capable of starting and being driven under their own power, onto the Vessel, or off the Vessel to the final Point of Rest in the yard;

(b) All wheeled units shall have sufficient air in their tyres to be safely driven on or off the Vessel. The Port Operator will not be responsible for any damage caused by moving or shifting units with flat or under-inflated tyres; and

(c) The rates under Items 601 and 602 cover movement of vehicle from ship-side to a Point of Rest in the yard for Import units, and vice versa for Export units, and from ship-side to yard and back to ship-side for transhipment units.

603. STORAGE CHARGES – VEHICLES

603.1 **Import/ Export**

First 10 Days free storage for all Import and Export vehicles.

	Storage	Charges in AED per Day from Day 11 – 15	Charges in AED per Day from Day 16 onwards
a)	Up to and including 1.5 metric Tons	25	62
b)	Over 1.5 and up to 5 metric Tons	32	62
c)	Over 5 and up to 15 metric Tons	37	62
d)	Over 15 metric Tons	49	62

603.2 Transhipment

First 15 Days free storage for all transhipment vehicles.

	Storage	Charges in AED from Day 16 onwards
a)	Up to and including 1.5 metric Tons	23
b)	Over 1.5 and up to 5 metric Tons	28
c)	Over 5 and up to 15 metric Tons	34
d)	Over 15 metric Tons	45

604. STARTING IMMOBILE PLANT

	Service	Charges in AED
604.1	For each call out and start of first machine due to Mechanical Defect	155 per hour or part thereof
604.2	For each call out and start of first machine due to Battery Deficiency	60 per unit
604.3	Where work other than simple starting is required	Labour, Material & Fuel will be charged at cost plus 10%

605. TOWING OF RORO CARGO

	Service	Charges in AED
605.1	Towing or special rigging for discharge or loading of RORO Cargo	370 per unit

13SECTION G - MISCELLANEOUS ITEMS

701. EQUIPMENT HIRE RATES

701.1 Container Gantry Cranes

	Container Gantry Crane	Per hour or part thereof- Charges in AED
a)	Container crane (for non-Cargo use)	1,700
b)	**Container crane General Cargo lifts with spreader**	
	0 - 15 Tons	1,700

	16 - 24 Tons	2,500
	25 - 34 Tons	3,350
	35 - 41 Tons	4,100
	42 Tons and above	4,500
c)	**Container crane General Cargo lifts with heavy lift beam**	
	0 - 15 Tons	2,200
	16 - 24 Tons	3,000
	25 - 34 Tons	3,800
	35 - 41 Tons	4,600
	42 Tons and above	5,450

701.2 **Mobile Cranes**

	Mobile Cranes	**Per hour or part thereof Charges in AED**
a)	0 -25 Tons	300
b)	26 - 40 Tons	575
c)	41 - 60 Tons	750
d)	Mobile harbour crane heavy lift - up to 80 Tons	2,200
e)	Mobile harbour crane heavy lift - up to 100 Tons	2,500
f)	Truck mounted crane up to 100 Tons	1,100
g)	Any mobile crane above 100 Tons	Rates shall be quoted upon request
h)	Man lift	300

(a) Users requiring mobile cranes for any operation should book 24 hours in advance. Any booking amendments or cancellation should be notified at least 8 hours prior to the booking time. 3 hours' crane hire charges will apply for booking amendments or cancellations received less than 8 hours prior to the relevant booking time.

(b) The mobilisation of mobile harbour cranes is subject to availability and to the weights/sizes/distances of Cargo to be lifted. The Port Operator reserves the right to assign the most suitable crane, in the Port Operator's opinion, for the work that is to be performed.

701.3 **Forklifts**

	Forklifts	**Per hour or part thereof Charges in AED**
a)	2 - 5 Tons	170
b)	6 - 12 Tons	340
c)	13 - 25 Tons	420
d)	Over 25 Tons	570
e)	Forklift attachments other than standard forklift blades	100

701.4 **Other Equipment**

	Other Equipment	**Per hour or part thereof Charges in AED**

a)	Bobcat	175
b)	Pay-loader	250
c)	Hopper	1,000 per day
d)	Deflector	210 per day
e)	Test weights	75 per Ton per day

701.5 **Top lift Container handlers** AED 675 per hour or part thereof 701.6 **Terminal trailers/tractors**

	Terminal trailers/tractors	**Per hour or part thereof- Charges in AED**
a)	Terminal trailer	60
b)	Terminal tractor	420
c)	Tractor for Ro/Ro operations	575
d)	HAZMAT trailer (If used outside port premises)	60

Note: Tractor hired for empty or full discharge/loading operation of Mafi to be charged as per tariff Item 701.6 c.

701.7 **Miscellaneous Lifting Equipment** Rates are available upon request.

Note: All above equipment rates are inclusive of driver and fuel but do not include insurance which is the responsibility of the party hiring the equipment. During overtime period, driver/operator overtime rate at AED 85 per hour or part thereof will apply.

702. GEAR HIRE

	Gear	**Charges per 24 hours or part thereof (AED)**
a)	Nylon/rope slings, net	50
b)	**Wire Slings**	
	2.5 Tons	75
	4.5 Tons	95
	6.0 Tons	120
	10.0 Tons	150
	Over 10.0 Tons	235

	Gear	**Charges per 24 hours or part thereof (AED)**
c)	**Chain Slings**	
	Single	235
	Double/Quadruple	310
d)	Nylon Webbing Slings	150
e)	**Vehicle Slings**	
	2.0 Tons	380
	12.0 Tons	910
	Over 12.0 Tons	1,125
f)	Pipe Hooks (Steel/ Aluminium)	120
g)	Pallet Bars – Assembly	120

h)	Plate Clamps – Set	315
i)	Drum Hooks – Assembly	150
j)	Can Hooks / Bale Hooks – set	150
k)	C Hooks – set	455
l)	**Shackles**	
	Up to 5.0 Ton	10
	Up to 10.0 Ton	16
	Up to 20.0 Ton	60
	Over 20.0 Ton	75
m)	Dock Plates	75
n)	Steel Plates – Large	75
o)	H/L Spreader Beam – 22 Tons	150
p)	**Container Spreader**	
	20’ Container Spreader	455
	40' Container Spreader	530
q)	Grabs (Clam Shell Buckets)	1,500
r)	Spreader Bar – 28 Tons	150
s)	Spreader Bar – 35 Tons	310
t)	Pallet Tray	200
u)	Flying Fork	120
v)	Chain Hook	455
w)	Cargo Net	95
x)	Dunnage (per bundle)	340
y)	Empty Packets	15
z)	Face Mask (per box)	80

703. CONDITIONS FOR GEAR HIRE

703.1 The Port Operator will supply gear subject to availability. Hire rates are per 24 hours or part thereof. The cost of gear lost, repaired, damaged or replaced while on hire will be charged to the User.

703.2 “Hire Requisitions” must be signed daily by the User or his representative. Refusal to sign does not invalidate the “Hire Requisition” and charges will be applied as per these Tariffs.

703.3 Should a User opt for a fixed gear hire rate, then a flat rate of AED 3.00 per Ton may be applied, at the discretion of the Port Operator. This arrangement is to be confirmed prior to the Vessel’s relevant operations.

704. LASHING

704.1 Lashing or cleaning Gang

Lashing or cleaning gang	AED 310 per gang per hour

704.2 Labour requirements

	Labour requirements	Per man hour or part thereof - Charges in AED
a)	Additional labour requirements	45

b)	During overtime period	65
c)	During Public Holiday	80

704.3 Extra gang for lashing of Containers or any other Cargo will be charged at AED 850 per gang, per shift or part thereof.

Note**:** Lashing material shall be at an extra cost.

705. RFID (Radio Frequency Identification) TAGS FOR CONTAINER TRUCKS ENTERING THE PORT

	Tags for Container Trucks	Charges per Tag in AED
705.1	Fixing RFID tags	AED 340 per tag inclusive of installation at Port Operator premises
705.2	Fixing temporary RFID tags for irregular trucks	AED 60 per tag plus security deposit of AED 340 (The deposit will be refunded upon return of the tag prior exiting the Port).

706. DOCUMENT PROCESSING CHARGES

	Service	Charges in AED
706.1	Token processing charge – over counter	55 per token
706.2	Token processing charge – online	25 per token
706.3	Cargo gate pass – over counter	55 per gate pass
706.4	Cargo gate pass – online	15 per gate pass
706.5	Document processing charges (DPC)	55 per document
706.6	Delivery order creation charges	5 per D.O.
706.7	Issuance of certificate – over counter	150 per certificate
706.8 *	Issuance of Certificate – online	55 per certificate
706.9	Document processing for road manifest	125 per vehicle

*Note: AED 25/certificate will be charged in addition as courier fee.

707. SAFETY INDUCTION FOR HAULIERS - AED 50/- per driver per session.

708. ANTI-KNOCK MIXTURES – IMO CLASS 6.1

Containers containing motor fuel anti-knock mixtures, IMO Class 6.1, UN No. 1649, IMDG Code page 6199 (Octel Tanks) will be subject to a daily storage charge of AED 675 per tank after the following free time.

Import or Export	2 Days

Transhipment	7 Days

709. GAS LIGHTERS IN CONTAINERS – IMDG CLASS 2.1

Gas Lighter Containers of IMDG Class 2.1, upon discharge from Vessel, will be opened for ventilation and re-sealed. The following charges shall apply

		Charges in AED
a)	Opening Container	75 per unit
b)	Applying new seal	20 per seal
c)	Storage	As per Item 511

Note: Gas Lighters, IMDG Class 2.1, UN 1057:

1. Gas lighters in Containers or break-bulk for Dubai importation will be accepted within Dubai Ports only on direct delivery basis during the summer months.
2. Gas lighter exported through the Port in dry Containers will be accepted within Port limits only on the day of Export/loading.
3. Transhipment Containers carrying gas lighters will be accepted within Port provided they are stored in reefer Containers.

710. SECURITY SERVICES

Tariff Item	Type of Service	Rates in AED
710.1	Security porta cabin	850/- per day or part thereof
710.2	Mobile CCTV	1000/- per day or part thereof
710.3	Drone hire	6,000/- per 3 hours or part thereof
710.4	Security escort for Hazardous Materials	200/- per escort

14APPENDIX 1 – THIRD PARTY RELATED TARIFF

Note: The following Tariffs are for related services which may be received at the Port but are not provided by the Port Operator. Such services are subject to the terms and conditions of the individual providers. The Port Operator is not liable for the services provided by third parties. Third parties tariffs, as well as their terms and conditions are subject to change.

801. HAZARDOUS CARGO / CONTAINERS

801.1

a) Containers with undeclared, poorly stowed or incorrectly packaged dangerous goods will receive fines at the discretion of the Port Authority.

b) Container with non-labelling, wrong labelling, incomplete labelling and any IMDG violation will receive a fine of AED 1,000 per violation.

C) Packages with non-labelling, wrong labelling, incomplete labelling and any IMDG violation will receive a fine of AED 100 per Freight Ton.

Rules and regulations for Storage, Handling and Transportation of Temperature Controlled IMDG and Non-Hazardous Cargo.

1) IMDG Class 1:

a) Class 1 Cargo for Dubai Importation will be accepted within Dubai Ports only on direct delivery basis during the summer months.

b) IMDG Class 1 Cargo which requires special storage temperature as per IMDG code and their manufacturer's requirements shall be stored in accordance with their respective requirements to ensure that at no given time does the storage temperature of these Cargo is exceeded.

c) Export Containers will be accepted within the Dubai Port limits only on the day of exportation/ shipment loading.

d) Storage, Handling and Transportation of Class 1.4S Container Containing Dangerous Goods: Containers containing dangerous goods falling within the classification code 1.4S may be stored within the Port for as maximum period of 8 days subject to strict adherence and observance of the following listed PCFC-EHS port safety requirements:

i) The storage of freight Containers, containing dangerous goods with the classification code 1.4S, within the port area is restricted to Transhipment Containers only.

ii) All freight Containers containing dangerous goods having the classification code 1.4S shall be properly packaged, placarded and marked in accordance with the provisions contained in the IMDG Code, as amended.

iii) The User shall obtain prior permission from the concerned authority, for example, Dubai Police, for the transhipment of a freight container containing dangerous goods having the classification code 1.4S – Any requirements and restrictions imposed by the concerned authority shall be strictly observed and adhered to by such User.

iv) The User shall ensure advance and accurate submission of the Cargo (classification code 1.4S) manifest information to all the concerned authorities in order to facilitate entry/residence of the legitimate/permitted containerised Cargo in the storage yard.

v) The User shall ensure that the period in which a freight Container containing dangerous goods having a classification code 1.4S remains in the Port does not, under any circumstances, exceed the allowable 8 day storage period.

vi) The User shall ensure that where the dangerous goods having the classification code 1.4S, which is not normally temperature-controlled but can be exposed to ambient temperature levels equal to or exceeding the maximum allowable ambient temperature level under which such Cargo may be transported / stored, such cargo shall be transported / stored under conditions of temperature control such that the temperature of the immediate surroundings of the Cargo does not exceed the prescribed maximum ambient temperature allowed for that particular type of Cargo.

vii) Note: The surface of a freight Container can heat rapidly when in direct sunlight in nearly windless conditions and the Cargo may also become heated. In this regard, the User is responsible for ensuring that the shipper is made aware of prevailing weather conditions (ambient temperatures)

viii) The User shall ensure that all freight Containers containing dangerous goods having a classification code 1.4S are locked or suitably secured in order to prevent unauthorized access to the Cargo stored therein. Similarly, the Port Operator shall provide and maintain adequate security measures preventing unauthorized persons gaining access to such freight Containers.

ix) Any contravention to these above-mentioned requirements may result in appropriate sanctions being imposed which may include imposition of fines against the violator.

2) Gas Lighters, IMO Class 2.1, UN 1057:

a) Gas lighters in Containers or Break-bulk for Dubai Importation will be accepted within Dubai Ports only on direct delivery basis during the summer months.

b) Gas lighter exported through Dubai Ports in dry Containers will be accepted within the Dubai Port limits only on the day of exportation/ shipment loading.

c) Transhipment Containers carrying gas lighters will be accepted within Dubai Ports provided they are stored in reefer Containers.

3) Class 2.1, 2.2, 3, 4.1, and 4.2

Any Cargo classified under above titled groups which requires special storage temperature as per IMDG code and their manufacturer's requirements shall be stored in accordance with their respective requirements to ensure that at no given time does the storage temperature of these Cargo is exceeded.

4) Class 5:

IMDG Class 5 substances can be liable to explosions, decomposition, burn rapidly and be sensitive to impact or friction and react dangerously with other substances.

Hence, adequate control measures shall be taken to prevent accidents considering of all potential hazards and risks.

a) Packaging Requirements

Dangerous Goods delivered to or from a Port area must be stowed, packaged, marked, labelled and placarded in accordance with the IMDG Code.

Only UN certified packaging is permitted to transport IMO class 5 Cargo.

Customer must obtain the "Container Packing Certificate" for all Class 5 containers.

Ship Agent must obtain EHS NOC for Dangerous Cargo Acceptance in Port in line with Procedure

PCFC-CSC-EHS-CP-02.

b) Temperature Control

If the cargo requires temperature control, then the temperature-controlled container (reefers) only shall be used in line with IMDG requirements.

It is the responsibility of the Shipper, Consignee and Agent to evaluate the prevailing temperature at the Port and accordingly utilize such a suitable container with adequate control measures.

c) Port Storage Requirements:

i. Import Class 5 IMDG Containers shall be only accepted in Port on Direct Delivery Basis. Storage in Port is strictly not Permitted.
ii. Export Class 5 IMDG Containers shall be received only 3 Days prior to loading vessel arrival. Export storage will not be allowed more than 3 days.
iii. Transshipment Class 5 IMDG Containers shall not be stored in Port more than 7 Days.

5) Class 6.2 and 7

a) Class 6.2 and 7 Cargo for Dubai Importation / Exportation will be accepted on direct delivery / loading basis only.
b) Class 6.2 and 7 not permitted for Transhipment via Port Facilities unless prior approval is obtained from concerned authorities.

6) Class 8 Cargo:

Any Cargo which is classified under IMDG code groups and which requires special storage temperature as per the IMDG code and their manufacturer's requirements shall be stored in accordance with their respective requirements to ensure that at no given time does the storage temperature of this Cargo is exceeded.

a) Packaging Requirements

Only UN certified packaging is permitted to transport IMO class 8 Cargo. In case if the packaging is not UN certified, then the following Port EHS requirements shall be complied:

i) For plastic drums capacity of 200 Litres and above, only single tier storage is permitted and no drums shall be stowed one over other.
ii) For Plastic Jerri-cans, only maximum three tier stowage is permitted and no Pallets/ Palletised Jerri-cans shall be stowed one over other.
iii) Concentrated Nitric Acid is a strong oxidizing agent and can cause a fire risk if it comes into contact with combustible materials such as wood etc., which is used in packages/container. Hence, adequate control measures shall be taken to prevent fire and Cargo spill by taking into consideration of all potential hazards and risks.
iv) "Container Packing Certificate" shall be obtained for all containers at the point of loading and submitted to Port Authority. Photographic evidence of packaging shall be presented , if requested from the Port Authority.
v) Port Authority shall conduct random inspection on packages to ensure compliance requirements.

b) Temperature Control.

If the Cargo requires temperature control, then the temperature-controlled Container only shall be used in line with IMDG requirements. It is the responsibility of the shipper, consignee and agent to evaluate the prevailing temperature at DP World Ports in UAE (e.g. Port Jebel Ali) and accordingly utilize such a suitable Container with adequate control measures.

c) Port Storage Requirements:

i) Transhipment Class 8 Hazardous Container shall not be stored within the port more than 7 days.
ii) Import Class 8 Hazardous Container shall be cleared within 3 days.
iii) Export Class 8 Hazardous Container shall not be stored within the port more than 3 days.

7) All other IMDG Classes:

Any Cargo which is classified under IMDG code groups, and which requires special storage temperature as per the IMDG code and their manufacturer's requirements shall be stored in accordance with their respective requirements to ensure that at no given time does the storage temperature of this Cargo is exceeded.

8) Non-Hazardous Cargo:

Any non-hazardous Cargo which has a limitation on its storage temperature as per its manufacturer's requirements shall be stored in accordance with their requirements to ensure that at no given time does the storage temperature of the Cargo is exceeded.

Where the IMDG code or manufacturers storage, handling and transportation requirements are conflicting, the more stringent safety measures shall be applicable.

Cross stuffing operation involving all those IMDG listed Cargoes which requires special storage or handling temperature will not be accepted within Dubai Ports unless adequate and appropriate safety measures are available to ensure such operations are carried out as safe as reasonably practicable in accordance with the applicable IMDG code, manufacturers and EHS requirements.

The concerned User will be held fully accountable for any incident, damage or leakage that may occur during the storage of these above mentioned hazardous and non-hazardous Cargoes within
Dubai Ports' jurisdiction.

Any contravention of these above-mentioned requirements may result in appropriate sanction which may also include imposition of fines against the violator.

All relevant and applicable IMDG Code and Ports EHS requirements should be strictly followed at all times.

801.2 Leaking Container

All leaking Containers shall be inspected by EHS as per regulation published on www.trakhees.ae.

802. VESSEL VIOLATIONS Vessel found to be violating Port Authority's Regulations or GCC Rules and Regulations for Seaports or IMO Requirements or any Federal or Local requirements will be penalised. For rules and regulations visit TRAKHEES - EHS website www.trakhees.ae.

803. TRAKHEES - EHS TARIFF (INCLUDING PENALTIES)

Sr No	Particulars	Unit	Charges in AED
Note : An amount of AED 20/- as knowledge & innovation will be charged for each service rendered			
HPPM002	EHS Training – Bunker Driver/Helper	Per Person	600
HPPM003	EHS Training - Surveyor	Per Person	1000
HPPM005	EHS Training –Accreditation / HSE Training	Per Person	1800
HPPM006	EHS Training - Permit Work system	Per Person	600
HPPM007	EHS Training – Diving / Hazmat	Per Person	1000
HPPM008	EHS Training - Ship Repair Supervisor/Ship Specialised Services	Per Person	1000
HPPM017	EHS Monitoring Charges for Monitoring Emergency Operations	Per Operation	1000
HPPM018	EHS Re-inspection Charge for Ships	Per Inspection	2000
HPPM023	EHS Approval for Bunker Road Tanker	Per Road Tanker	500
HPPM024	EHS - Permit to Work Book	Per Permit Book	100
HPPM025	EHS – Container Inspection	Per Container	500
HPPM027	EHS - Certificate for Reception Of Marpol Residues / COA Amendment	Per Certificate	100
HPPM028	EHS - Environment Protection Fee for Vessels (GRT 1000 to 10000)	Per Ship	300
HPPM029	EHS - Environment Protection Fee for Vessels (GRT 10001 to 30000)	Per Ship	400
HPPM030	EHS - Environment Protection Fee for Vessels (GRT 30001 and above)	Per Ship	500
HPPM031	EHS - Clearance for Ports & Marine Operational Activities	Per Approval	500
HPPM045	EHS – Prequalification Application for Third Party Agencies / Bunker Barge	Per Company/Barge Per Annum	5000
HPPM046	EHS - Prequalification Renewal for Third Party Agencies /Bunker Barge	Per Company/Barge Per Annum	4000
HPPM502	EHS-Violation Unauthorised Storage of Hazardous/Dangerous Good/Materials	First Instance	10000
		Second Instance	20000
HPPM504	EHS-Violation Unauthorised Dumping/Transportation of Waste inside PCFC Jurisdiction	First Instance	1000
		Subsequent Instance	5000
HPPM505	EHS-Violation Failure to Meet EHS Stack Emission/Discharge Standards	First Instance	2000
		Subsequent Instance	5000
HPPM506	EHS-Violation Failure to meet Exhaust Emission Standards from Mobile Equipment / Machineries / Vessels	First Instance	1000
		Subsequent Instance	3000
HPPM507	Pollution to harbour water from ships / road tankers –	Less than 200 Litres	5000
		200 Litres	20000

		1000 Litres	100000
HPPM508	EHS-Violation Barring EHS Officer from Inspection of Premises	First Instance	5000
		Subsequent Instance	10000
Sr No	Particulars	Unit	Charges in AED
HPPM509	EHS-Violation Acts Causing Significant Environmental Contamination to Soil/Ground/Sub-Surface/Marine Water / Air	Per Instance	10000
HPPM510	EHS-Violation Unauthorised Operations by 3rd Parties within PCFC Jurisdiction	First Instance	5000
		Subsequent Instance	10000
HPPM515	EHS-Violation Serious Injury/Incident Secondary to Failure to Comply with Health and Safety Requirements	Minor	10000
		Major	50000
		Critical	100000
HPPM516	EHS-Violation Failure to Follow Safe Practices/Acts/Conditions/General Cleanliness/Storage in Operations	First Instance	1000
		Subsequent Instance	5000
HPPM517	EHS-Violation Failure to Report a Fatal Accident or Major/Critical Injury Within 24 Hours	Per Instance	75000
HPPM518	EHS-Violation Failure to Comply with Requirements of Prohibition Notice Issued by EHS	Per Instance	50000
HPPM519	EHS-Violation For not Complying with Undertaking Letters Within the Given Time Specified	Per Instance	20000
HPPM524	EHS-Violation IMDG Code	Per Violation	1000

PCFC EHS Contacts:

EHS.Ports@Trakhees.ae
Tel: 009714 8811881

Fax: 009714 8817023

804 PUBLIC HEALTH SERVICES TARIFF

804.1 The use of garbage skips for all ships in the Port is compulsory.

804.2 Charges for the use of skips and disposal of garbage per 24 hrs or part thereof – AED 125 per skip.

804.3 The use of skips for matter other than garbage - per 24 hrs or part thereof - AED 250 per skip.

804.4 Should Vessels require additional skips, charges of AED 125 per skip - per 24 hrs or part thereof will apply, along with an AED 250 fee for each move associated with the positioning and/or emptying of the skip.

804.5 Pest Control Treatment Service Per Vessel

	Vessel	Charges in AED
a)	Tug boats & supply boats	610
b)	Vessels up to 2,500 Ton (GRT)	910
c)	Vessels from 2,501 to 6,000 Tons (GRT)	1,210
d)	Vessels from 6,001 to 12,000 Tons (GRT)	1,430
e)	Vessels from 12,001 to 25,000 Tons (GRT)	1,815
f)	Vessels from 25,001 to 50,000 Tons (GRT)	2,750
g)	Vessels from 50,001 to 120,000 Tons (GRT)	4,400
h)	Vessels over 120,000 Tons (GRT)	5,500
i)	Passenger Vessels	Rates to be submitted upon request.

805 FIRE AND SECURITY GUARD STAND BY CHARGES

In an emergency, if stand by Fire and/or Security or other services are required, following charges shall apply.

		Charges in AED
a)	Fireman watch	80 per man hour
b)	Fire tender	1,220 per hour per vehicle
c)	Ambulance	610 per hour per vehicle
d)	Security	50 per man-hour per guard

APPENDIX II
RATES AND CHARGES
(All amounts expressed in Euro)

	Section 1 - MAIN TERMINAL SERVICES
	SERVICES RELATED TO SHIP OPERATIONS
01.00	RECEIVING / DELIVERY OF CONTAINERS AT THE GATE-HOUSE (NOT SHIP CYCLE)
02.00	TRANSHIPMENT CONTAINERS
03.00	LOADING / DISCHARGING OF FULL (DIRECT) CONTAINERS
04.00	LOADING / DISCHARGING OF EMPTY (DIRECT) CONTAINERS
05.00	HAZARDOUS CONTAINERS (SURCHARGES)
06.00	NON STANDARD CONTAINERS (SURCHARGES)
07.00	REEFER CONNECTION & RELATED SERVICES
08.00	SUPPLEMENTS / SURCHARGES
09.00	AUXILIARY/MISCELLANEOUS SERVICES
10.00	ADDITIONAL
12.00	UN-CONTAINERISED/BREAK BULK CARGO
13.00	
	Section 2 - GENERAL SERVICES
	RECEIVING AND DELIVERY SERVICES
01.00	AUXILLARY SERVICE
02.00	FUMIGATION
03.00	SEALING
04.00	WEIGHING
05.00	INTER-PORT / TERMINAL TRUCK TRANSPORTATION
06.00	CUSTOMS RELATED SERVICES
07.00	DEPOSITO IVA
08.00	UNCONTAINERIZED CARGO - BREAK BULK
09.00	TERMINAL STAFF ASSISTANCE
10.00	MISCELLANEOUS
11.00	YACHT - BOATS AND CRADLE
12.00	
GR	GENERAL REMARKS / EXCEPTIONS

Standard Tariff Price List

TERMINAL CONTAINER RAVENNA

Validity of terminal rates From	01/01/2022
until	31/12/2022

Section 1 - MAIN TERMINAL SERVICES

01.00	SERVICES RELATED TO SHIP OPERATIONS		
01.01	Idle Time for labour on "Stand-by" o a workin ho rs overti rc ar e a lies	Tariff/Hour	1.567,28
01.02	- Free time allowed for terminal gangs idleness	Hours	1,00 Hours
	Lashing operations and twist-locks handling (equipment provided by the User - rate applies per each cont. Disch/Load/Shifted)		
01.03	Lashing / unlashing and bridge fitting	Tariff/SingleLift	
01.04	Manual twist locks and lashing cones handling (Container)	Tariff/SingleLift	€ 8,57
01.05	Automatic / semi-automatic twist locks and lashing cones handling (Container)	Tariff/SingleLift	7,00
01.06	Hatch-covers standard moves - by means of standard spreader	Tariff/SingleLift	€ 135,83
01.07	Hatch-covers non-standard moves (b means of chains/non ISO standard e ui ment)	Tariff/SingleLift	€ 271,66
	Shifting / Restowage of Containers		
01.08	Restow (bay to bay) Full/Empty 20' Containers	Tariff/SingleLift	99,27
01.09	Restow (bay to ba) Full/Em 40' Containers	Tariff/SingleLift	€ 128,52
01.10	Restow (bay-quay-bay) Full/Emp 20' Containers	Tariff/SingleLift	€ 76,28
01.11	Restow (ba -quay-bay) Full/Em t 40' Containers	Tariff/SingleLift	€ 100,30
01.12	Planning services in accordance with instructions provided by the User	Included	
01.13	Securi Char e	Tariff/Shi	€ 313,45
02.00	RECEIVING [DELIVERY OF CONTAINERS AT THE GATE-HOUSE (NOT SHIP CYCLE) Per standard Container Nota licable to Containers in transhi ment or when included in the rate of other services		
02.01	Receivin or delive Full standard 20' Containers	Tariff/Unit	
02.02	Receiving or delivery Full standard 40' Containers	Tariff/Unit	€ 60,60
02.03	Receiving or delivery Empty standard 20' Containers	Tariff/Unit	€ 47,02
02.04	Receiving or delive Empty standard 40' Containers	Tariff/Unit	60,60
02.05	stora e NOT SHIPBOUND Full Containers	See General Remark	
02.06	stora e NOT SHIPBOUND Em t Containers	See General Remark	
03.00	TRANSHIPMENT CONTAINERS Per standard Container		
03.01	Transhipment Full 20' Containers discharge or load	Tariff/SingleLift	107,62
03.02	Transhipment Full 40' Containers discharge or load	Tariff/SingleLift	140,01
03.03	Transhi ment Em ty 20' Containers discharge or load	Tariff/SingleLift	€ 107,62
03.04	Transhipment Empty 40' Containers discharge or load	Tariff/SingleLift	€ 140,01
	Storage of Transhipment Containers		
03.05	Storage Full Transhipment (First 7 Days)		
	Storage Full Transhipment (8 to 12 Days)	Tariffleu/Day	€ 9,65
	Storage Full Transhipment (13 to 20 Days)	Tariffleu/Day	
	Storage Full Transhipment (21 to 28 Days)	Tariff/Teu/Day	€ 21,32
	Stora e Full Transhipment (29 to 45 Da s)	TariffÃeu/Da	32,49
	Thereafter, as of 46 Days	Tariffleu/Day	
03.06	Storage Em Transhi ment (First 7 Days)	Free	
	Storage Emp Transhipment (8 to 12 Days)	Tariff/Teu/Day	9,65
	Storage Empt Transhipment (13 to 20 Days)	Tariffleu/Da	14,22
	Storage Empty Transhipment (21 to 28 Days)	Tariff/Teu/Day	€ 21,32

	Storage Em tyTranshi ment (29 to 45 Days)	TarifffTeu/Day	32,49
	Thereafter, as of 46 Da s	Tariff/Teu/Da	4671

04.00	LOADING /_ DISCHARGING OF FULL (DIRECT) CONTAINERS Per standard Container		
04.01	Load or discharge Full 20' Containers including receivin or delive	Tariff/Unit	€ 170,31
04.02	Load or discharge Full 40' Containers including receiving or delivery	Tariff/Unit	€ 221,51
	Storage of Full Direct Containers		
04.03	Storage Full Export (First 7 Days)		
	Storage Full Export (8 to 12 Days)	Tariffffeu/Day	€ 9,65
	Stora e Full Ex ort (13 to 20 Days)	Tariff/Teu/Day	€ 14,22
	Storage Full Export (21 to 28 Days)	Tarifff[eu/Day	€ 21,32
	Storage Full Export (29 to 45 Days)	Tariff/Teu/Day	32,49
	Thereafter, as of 46 Da s	Tariff/Teu/Day	
04.04	Storage Full 1m ort (First 7 Days)		

	Storage Full Import (8 to 12 Days)	Tariffleu/Day	9,65
	Storage Full 1m ort (13 to 20 Days)	Tariff/rreu/Day	
	Storage Full 1m ort (21 to 28 Days)	Tariff/Teu/Day	€ 21,32
	Storage Full 1m ort (29 to 45 Days)	Tariff/Teu/Da	€ 32,49
	Thereafter, as of 46 Da s	Tariffleu/Da	46,71
05.00	LOADING / DISCHARGING OF EMPTY (DIRECT) CONTAINERS Per standard Container		
05.01	Load or discharge Empty 20' Containers including receiving or delivery	Tariff/Unit	142,10
05.02	Load or discharge Empty 40' Containers including receiving or delivery	Tariff/Unit	€ 184,93
	Storage of empty Direct Containers		
05.03	Storage Empty Import Containers (First 3 Days)		
	Storage Empty Import Containers (4 to 5 Days)	Tariff/Teu/Day	€ 9,65
	Storage Empty Import Containers (6 to 7 Days)	Tariffneu/Day	14,22
	Storage Empty Import Containers (8 to 10 Days)	Tariffleu/Day	€ 21,32
	Thereafter, as of 11 Days	Tariffleu/Day	32,49
05.04	Storage Empty Export Containers (First 3 Days)		
	Storage Empty Export Containers (4 to 5 Days)	Tariff/¶eu/Day	€ 9,65
	Storage Empty Export Containers (6 to 7 Days)	Tariffleu/Day	
	Storage Empty Export Containers (8 to 10 Days)	Tariffleu/Day	€ 21,32
	Thereafter, as of 11 Da s	Tariffleu/Da	€ 32,49
06.00	HAZARDOUS CONTAINERS (SURCHARGES) Discharge or loading of Hazardous Containers including Restows (not applicable for shiftings on board)		
06.01	Add to the handling rate of Hazardous classes 1.4S and 1.4G,	Tariff/Sin leLift	€ 525,56
06.02	Add to the handling rate of any Hazardous class except class 1, 7 and 6.2	Tariff/SingleLift	25,08
	Storage surcharge of Hazardous Containers		
	Hazardous classes 1.4G , IAS :		
06.04	Hazardous class 1.4G , 1.4S Container stora e	Tariffleu/Da	€ 62,69
	An Hazardous class exce t classes 1, 6.2 and 7 :		
06.05	Hazardous class exce t class 1 , 6.2, 7 Container stora e : Free time 5 da s		
	Surchar e thereafter	Tariffleu/Da	€ 20,90
07.00	NON STANDARD CONTAINERS (SURCHARGES) Applicable to any handling move - load, discharge, transhipment, receiving & delivery, extra move) i.e. for Containers that can not be handled by means of normal spreader.		
07.01	Non-Standard Container — handled by normal non standard containers spreader (Add to the handling rates)	Quote %	100%
07.02	Non-Standard Container — can not be handled by normal normal non standard containers spreader (i.e. handlin b chains, slin s etc.).	Quote %	150%
	Storage surcharge of Non-Standard Container		
07.04	Stora e surchar e Non-Standard Container - No free stora ea licable	Quote %	1000/0

08.00	REEFER CONNECTION & RELATED SERVICES (restows included, if connected to Power Supply)		
08.01	Reefer connection (storage not included) 20' Containers	Tariff/Unit/Day	€ 56,15
08.02	Reefer connection (storage not included) 40' Containers	Tariff/Unit/Day	€ 64,78
08.03	Pre-cooling excluding yard move	Tariff/Operation	€ 25,10
08.04	Reefer Pre-trip inspection and set point for empty reefer Containers on delivery	Tariff /Unit	€ 83,67
08.05	Reefer set-point for empty reefer Containers on delivery	Tariff /Unit	€ 27,19
08.06	Reefer Containers repairs coordination	Tariff/Operation	83,59
08.07	Reefers data download from reefer Container DataCorder	Tariff/Operation	€ 35,53
08.08	Attaching/detaching clip-on units to/from reefer Container	Tariff/Operation	€ 145,23

08.09	Attachin / Detachin en-set	Tariff/O eration	€ 145,23
08.10	S ecial e ui ment connection lum sum er da 20' Containers	Tariff Uni Da	€ 59,29
08.11	S ecial e ui ment connection lum sum er da 40' Containers	Tariff Unit Da	€ 68,96
09.00	SUPPLEMENTS / SURCHARGES		
	Overtime charge A plicable during the following working shifts at rates of :		
09.01	Sunda 01:00 - 06:30	Quote %	
09.01	Sunda 06:30 - 01:00	Quote %	
09.01	Monda 01:00 - 06:30	Quote %	
09.01	Tuesda 01:00 - 06:30	Quote %	
09.01	Wednesda 01:00 - 06:30	Quote %	300/0
09.01	Thursda 01:00 - 06:30	Quote %	
09.01	Frida 01:00 - 06:30	Quote %	
09.01	Saturda 01:00 - 06:30	Quote %	
09.01	Saturda 13:00 - 01:00	Quote %	
09.01	Holida 01:00 - 06:30	Quote %	100%
09.01	Holida 06:30 - 01:00	Quote %	100%
09.01	PostHolida 01:00 - 06:30 1	Quote % Quote %	100% 1000/0

10.00	AUXILIARY/MISCELLANEOUS SERVICES		
	Securing /un-securing of Containers on railcars (during receiving/delive		
10.01	Securing / Unsecuring rail cars - ISO cones	Tariff/Unit	
10.02	Securing / Unsecuring rail cars - Wedges	Tariff/Unit	€ 19,85
	Em Containers inspection service		
10.03	Empty 20' Containers inspection (including yard moves)	On Demand	
10.04	Empty 40' Containers inspection (including yard moves)	On Demand	
	Dry swee ing of Containers		
10.05	Dr swee ing empty 20' Containers (including ard moves)	On Demand	
10.06	Dry sweeping empty 40' Containers (including yard moves)	On Demand	
	Leaking Containers		
10.07	Storage leaking Containers	Tariff/Teu/Day	38
10.08	Containers leaking - Cleaning and leakage disposal on User account	Cost Plus	
	(The above costs will be quantified after the cleaning and disposal services are carried out)		

Standard Tariff Price List

TERMINAL CONTAINER RAVENNA

		Validity of terminal rates From until	01/01/2022 31/12/2022
	Other - Auxilia /Miscellaneous		
10.09	Mounting / Dismounting Bundles (per each Flat Rack unit)	Tariff/Unit	€ 26,64
10.10	Mounting / dismounting MAFI bundles	Tariff/Unit	26,64
10.11	Equipment hour cost	On Demand	
10.12	Use of Gantry Crane	Tariff/Hour	609,24
10.13	Yard Moves / Status Changes	Tariff/Occurence	36,57
10.14	Missing/wrong Edifact information - administrative charge er Container	Tariff/Unit	€ 5,23
10.15	Customized Re orting	On Demand	
10.16	Late planning information	Tariff/Unit	€ 5,34
10.17	Changes in agreed Containership Working Plan - additional moves	Tariff/Unit	€ 12,54
10.18	Em ty Containers segre ation charge	Tariff/Unit	

10.19	Block instruction (administrative char e)	Tariff/IJnit	8,54
12.00	ADDITIONAL		
	Storage damaged and Tank Containers		
12.01	Stora e dama ed Containers surchar e	Quote %	100%
12.02	Stora e tank Containers surchar e	Quote %	1000/0
	Water su to Shi		
12.03	Water Supply	Tariff/m3	€ 3,86
12.04	Standard Service - Mon-Fri hrs; Sat hrs	Tariff/Unit	
12.05	Service provided to ships Non Terminal related	Tariff/Unit	€ 61,23
12.06	Overtime - All other periods and working public holidays	Tariff/Unit	118,15
12.07	Waitin time	Tariff/Unit	€ 214,82
13.00	UN-CONTAINERISED/BREAK BULK CARGO		
13.01	MAFI Empty Load/Discharge (from Feet: 0 to: 40)	Tariff/Unit	€ 53,58
	MAFI Empty Load/Discharge (from Feet: 41 to: 60)	Tariff/Unit	€ 61,86
	MAFI Empty Load/Discharge (from Feet: 61 to: 9999)	Tariff/Unit	€ 67,19
13.02	MAFI Full Load/Discharge (General Cargo) (from Feet: 0 to: 40)	Tariff/Unit	
	MAFI Full Load/Discharge (General Cargo) (from Feet: 41 to: 60)	Tariff/Unit	245,41
	MAFI Full Load/Discharge (General Cargo) (from Feet: 61 to: 9999)	Tariff/Unit	€ 284,07
13.03	MAFI Full Load/Discharge (Containers)(from Feet: 0 to: 40)	Tariff/Unit	122,71
	MAFI Full Load/Discharge (Containers)(from Feet: 41 to: 60)	Tariff/Unit	€ 245,41
	MAFI Full Load/Discharge (Containers)(from Feet: 61 to: 9999)	Tariff/Unit	€ 284,07
13.04	MAFI Empty Load/Discharge in bundle (Max 5)(from Feet: 0 to: 20)	Tariff/Unit	€ 70,96
	MAFI Empt Coad/Discharge in bundle (Max 5)(from Feet: 21 to: 40)	Tariff/Unit	€ 70,96
13.05	MAFI Full over 35 GWT Load/Discharge	Tariff/Unit	€ 193,78
13.06	Used Vehicles Load/Dischar e (not including Yard Handlings) (from Linear meters: 0 to: 5.99)	Tariff/Unit	€ 36/13
	Used Vehicles Load/Discharge (not including Yard Handlings) (from Linear meters: 6 to: 11.99)	Tariff/Unit	61,86
	Used Vehicles Load/Discharge (not including Yard Handlin s) (from Linear meters: 12 to: 14.99)	Tariff/Unit	103,32
	Used Vehicles Load/Discharge (not including Yard Handlings) (from Linear meters: 15 to: 9999)	Tariff/Unit	112,31
13.07	New Vehicles Load/Discharge (not including Yard Handlings) (from Linear meters: 0 to: 5.99)	Tariff/Unit	€ 32,30
	New Vehicles Load/Discharge (not including Yard Handlings) (from Linear meters: 6 to: 11.99)	Tariff/Unit	54,27
	New Vehicles Load/Discharge (not including Yard Handlings) (from Linear meters: 12 to: 14.99)	Tariff/Unit	
	New Vehicles Load/Discharge (not including Yard Handlings) (from Linear meters: 15 to: 9999)	Tariff/Unit	€ 103,32
13.08	Cars/Vans Load/Discharge (not including Yard Handlings) (from Units: 0 to: 6000)	Tariff/Unit	€ 30,46
	Cars/Vans Load/Discharge (not including Yard Handlings) (from Units: 6001 to: 10000)	Tariff/Unit	€ 20,31
	Cars/Vans Load/Discharge (not including Yard Handlings) (from Units: 10001 to: 99999)	Tariff/Unit	€ 17,26

Standard Tariff Price List

TERMtNAL CONTAINER RAVø.NA

		Validity of terminal rates From until	01/01/2022 31/12/2022
13.09	Tracked vehicles handlin	Tariff/Unit	€ 81,41
13.10	Shifting of MAFI, Vehicles and Cars RoRo Handling (Base tariff reduction)	Quote ^{0}/0	
13.11	Shifting Cars	Tariff/Unit	€ 18,15
13.12	MAFI (Full/Empty) Transportation-Transfer Vsl/Stacking Area (shortshipped)	Tariff/Unit	€ 25,84
13.13	All Vehicles Transportation-Transfer Vsl/Stacking Area (shortshipped) (from Linear meters: 0 to: 11.99)	Tariff/Operation	€ 33,70
	All Vehicles Transportation-Transfer Vsl/Stacking Area (shortshipped) (from Linear meters: 12 to: 9999)	Tariff/Operation	€ 59,44
13.14	All Track Mounted VehiclesTransportation-Transfer Vsl/Stacking Area (shortshipped)	Tariff/Item	€ 109,84
13.15	MAFI/Used Vehicles Measuring	Tariff/Unit	€ 33,70
13.16	Storage MAFI full Export (from Days: 0 to: 10)	Free	
	Storage MAFI full Export (from Days: 11 to: 9999)	TariffÃeu/Day	€ 9,04
13.17	Storage MAFI full 1m ort (from Days: 0 to: 7)	Free	
	Storage MAFI full 1m ort (from Days: 8 to: 9999)	Tariff/Teu/Da	€ 9,04
13.18	Storage MAFI empty (from Days: 0 to: 7)	Free	
	Storage MAFI em (from Da s: 8 to: 9999)	Tariffleu/Day	6,35
13.19	Storage Car/Vans till 400 cars (from Days: 0 to: 6)		
	Stora e Car/Vans till 400 cars (from Days: 7 to: 9999)	Tariff/Unit/Da	€ 3,76
13.20	Storage New Vehicles up to mt. 5.99 (from Days: 0 to: 5)		
	Storage New Vehicles up to mt. 5.99 (from Days: 6 to: 9999)	Tariff/Unit/Day	10,32
13.21	Storage New Vehicles fm 6.0 up to 11.99 Linear meters (from Days: 0 to: 5)		
	Storage New Vehicles fm 6.0 up to 11.99 Linear meters (from Days: 6 to: 9999)	Tariff/Unit/Day	€ 16,80
13.22	Storage New Vehicles fm 12 up to 14.99 Linear meters (from Days: 0 to: 5)	Free	
	Storage New Vehicles fm 12 up to 14.99 Linear meters (from Days: 6 to: 9999)	Tariff/Unit/Day	€ 27,13
13.23	Storage New Vehicles over 15 Linear meters (from Days: 0 to: 5)	F ree	
	Storage New Vehicles over 15 Linear meters (from Da s: 6 to: 9999)	Tariff/Unit/Day	€ 34,89
13.24	Storage Used Vehicles u to mt. 5.99 (from Days: 0 to: 5)	Free	
	Storage Used Vehicles up to mt. 5.99 (from Days: 6 to: 9999)	Tariff/Unit/Da	€ 12,92
13.25	Storage Used Vehicles fm 6.0 up to 11.99 Linear meters (from Days: 0 to: 5)	Free	
	Storage Used Vehicles fm 6.0 up to 11.99 Linear meters (from Days: 6 to: 9999)	Tariff/Unit/Day	19,38
13.26	Stora e Used Vehicles fm 12 up to 14.99 Linear meters (from Da s: 0 to: 5)	Free	
	Storage Used Vehicles fm 12 up to 14.99 Linear meters (from Days: 6 to: 9999)	Tariff/Unit/Day	€ 29,72
13.27	Storage Used Vehicles over 15 Linear meters (from Days: 0 to: 5)	F ree	
	Storage Used Vehicles over 15 Linear meters (from Days: 6 to: 9999)	Tariff/Unit/Day	37,48
13.28	Storage Used and New full Trailer (from Days: 0 to: 5)	Free	
	Storage Used and New full Trailer (from Days: 6 to: 9999)	Tariff/Unit/Day	
13.29	Storage Used and New empty Trailers (from Da s: 0 to: 5)	Free	
	Storage Used and New em Trailers (from Da s: 6 to: 9999)	Tariff/Unit/Da	€ 19,38
13.30	MAFI Full (General Cargo) Non-Standard Container Load/Discharge surcharge	Quote %	150/0
13.31	MAFI Full (Containers) Non-Standard Container Load/Discharge surcharge	Quote %	
13.32	Vehicles Load/Discharge over 35 GWT Surcharge	Quote %	100%
13.33	Used and New Full Trailers vessel handling surcharge	Quote %	
13.34	Handlin of vehicles, trailers ors ecial rubber t red vehicles	Tariff/Unit	€ 10,29

Section 2 - GENERAL SERVICES

01.00	RECEIVING AND DELIVERY SERVICES		
01.01	Memorandum / Interchange - Export Full Containers and/or general Cargo	Tariff/Unit	
01.02	Receiving or Delivery Standard Containers Overtime Surcharge	Tariff/Unit	€ 29,00

01.03	Receiving or Delivery of wheeled Cargo for which is needed a ramp	Tariff/Unit	91,74
01.04	Surcharge for Terminal gate-in by dedicated side gate, for cargo exceeding 4.00 mt. width and/or 6.10 mt. Hei ht	Tariff/Day	€ 200,00
02.00	AUXILIARY SERVICE		
	Container Inspections		
02.01	Container opening/closing and sealing	Tariff/Operation	€ 17,43
02.02	Cargo handling costs (partial or total goods stripping and re-stuffing)	On Demand	
02.03	Releasin Full 20' Containers for inspection	Tariff/Operation	€ 95,00
02.04	Releasing Full 40' Containers for inspection	Tariff/Operation	95,00
02.05	Releasing Em 20' Containers for ins ection	Tariff/Operation	95,00
02.06	Releasin Em 40' Containers for ins ection	Tariff/O eration	€ 95,00
	X-Ra Ins ection		
02.07	Releasing 20' Containers for X-Ray inspection	Tariff/Operation	95,00
02.08	Releasing 40' Containers for X-Ray inspection	Tariff/Operation	€ 95,00
02.09	Releasing for X-Ray Inspection for Cargo subsequently designated for Customs Inspection requiring Car o handlin	Tariff/Operation	€ 142,00
02.09a	Releasing for X-Ray Inspection for Cargo subsequently designated for Customs Inspection requiring basic sam lin of Car o	Tariff/Operation	€ 120,00
02.10	Releasing for '20 Container X-Ra Ins ection - Non Shi related Container	Tariff/Operation	€ 232,00
02.11	Releasin for '40 Container X-Ra Ins ection - Non Shi related Container	Tariff/O eration	€ 232,00
	Radio-Metric Inspection		
02.12	Releasing 20' Containers for Radio-Metric inspection	Tariff/Operation	95,00
02.13	Releasin 40' Containers for Radio-Metric ins ection	Tariff/O eration	€ 95,00
	Surcharges and Discounts		
02.18	Inspection requests made outside of service ordering deadlines as specified in Section 6 of Addendum 111 0 erational Workin Procedures	Quote %	1000/0
02.19	Terminal Staff Support Inspection requests made outside of service ordering deadlines as specified in Section 6 of Addendum Ill O erational Workin Procedures	Quote %	1000/0
02.20	Ins ection service re uests made in advance of Container arrival in the terminal	Tariff/Operation	-€ 12,00
02.21	Raio-Metric Inspection service requests made in advance of Container arrival in the terminal	Tariff/Operation	-€ 42,00
	Port health and related services - operated by Terminal on behalf of Local Competent Authority		
02.22	Basic sampling of cargo for Full '20 Containers	Tariff/Operation	108,00
02.23	Basic sampling of cargo for Full [1]40 Containers	Tariff/Operation	€ 108/00
02.24	Palletised cargo; Labour and basic forklift equipment	Tariff/Man/Hour	€ 40,04
02.25	Cargo - not otherwise specified Labour and basic forklift equipment	Tariff/Man/Hour	32,45
02.26	Sampling - Non Terminal Ship related Full '20 Container	Tariff/Operation	€ 232,00
02.27	Sam lin - Non Terminal Shi related Full [1]40 Container	Tariff/O eration	€ 232,00
	Additional labelling of Containers (labels provided by the User).		
02.29	Labeling in yard 20' Containers	Tariff/Operation	50,89
02.30	Labeling in yard 40' Containers	Tariff/Operation	€ 50,89
02.31	Label's cost, if provided by Terminal	Tariff/Item	€ 8,18
	Removing labels from Containers		
02.33	Removing labels in yard from 20' Containers	Tariff/Operation	€ 58,25
02.34	Removin labels in ard from 40' Containers	Tariff/O eration	58,25

3.0	FUMIGATION		
03.01	Realeasin '20 Container for Fumigation - Terminal Shi related Container	Tariff/Operation	95,00
03.02	Realeasin '40 Container for Fumi ation - Terminal Shi related Container	Tariff/O eration	95,00
04.00	SEALING		
04.02	Sealing in yard 20' Containers	Tariff/Operation	€ 74,00
04.03	Sealing in yard 40' Containers	Tariff/Operation	€ 74,00
04.04	Seal's cost. if rovided b Terminal	Tariff/Item	€ 7,64
05.00	WEIGHING		
05.01	Weighing on receiving	Tariff/Unit	32,00
05.02	Weighing in ard 20' Containers	Tariff/Unit	€ 117,00
05.03	Wei hin in ard 40' Containers	Tariff/Unit	
05.04	Truck weighing - Cargo	Tariff/Unit	32,00
05.05	Weighing 20 1/40' surcharge	Tariff/Unit	€ 20,00
06.00	INTER-PORT / TERMINAL TRUCK TRANSPORTATION		
06.01	Internal port / terminal transfers	Tariff er tri	112,00
07.00	CUSTOMS RELATED SERVICES		
07.01	Issuing of customs request	Tariff/Unit	38,44
07.02	Ship's Manifest amendments to Customs	Tariff/Unit	38,44
07.03	Sealing during discharge operations	Tariff/Unit	€ 17,43
07.04	Issuing of customs request to the Customs Central Office	Tariff/Unit	€ 66,21
07.05	Administrative charge for Customs Document IM7 (As of 1st container)	Tariff/Operation	37
07.06	Administrative charge for each Container exceeding 1st per IM7 customs document	Tariff/Unit	€ 30,96
07.07	Administrative charge for Customs Document IM7 amendment	Tariff/Operation	38,44
07.08	Recovery of costs for paying a fine due to a delayed presentation of Customs Declaration by the Clearance Agent	Tariff/Unit	€ 132,60
07.09	EDI A3 transfer from Terminal A3 warehouse to other A3 warehouse	Tariff/Unit	€ 38,44
08.00	DEPOSITO IVA		
08.01	Taxable V.A.T. amount (from: 0 to: 50.000€)	Tariff/Operation	58,07
	Taxable V.A.T. amount (from: 50.001€ to: 78.000€)	Tariff/Operation	€ 84,78
	Taxable V.A.T. amount (from: 78.001€ to: 155.0000	Tariff/Operation	€ 131,23
	Taxab e V.A.T. amount (from: 155.001€ to: 258.0009	Tariff/Operation	164,91
	Taxable V.A.T. amount (from: 258.001€ to: 362.000€)	Tariff/Operation	€ 197,43
	Taxable VAT. amount (thereafter, as of 362.0019	Tariff/O eration	€ 263,63
09.00	UNCONTAINERIZED CARGO - BREAK BULK		
09.01	Uncontainerized cargo handling Load/Discharge	On Demand	
09.02	Uncontainerized cargo receiving or delivery	On Demand	
09.03	Uncontainerized cargo receiving or delivery on MAFI	On Demand	
09.04	Storage Uncontainerized cargo	On Demand	
10.00	TERMINAL STAFF ASSISTANCE		
10.01	Terminal Personnel Support - Statutory Inspection Services	Tariff/Operation	€ 34,86
10.02	Terminal Staff Support for surveillance of quayside gates (applicable for each transport to / from external Terminals areas with passage through the internal quayside gates)	Tariff per trip	€ 17,43
10.03	Terminal Administrative Support	Tariff/Unit	€ 17,43
10.04	Terminal Personnel Support - General Yard Requests	Tariff/Operation	€ 17,43
10.05	Provision of non-professional photographs	Tariff/Operation	€ 17,43
10.06	Terminal Personnel Support	Tariff/Man/Hour	

		Validity of terminal rates From until	01/01/2022 31/12/2022
11.00	MISCELLANEOUS		
11.01	Measuring on demand	Tariff/Unit	
11.02	Hazardous Containers and Cargo - General Statutory Services and Compliance	Tariff/Unit	17,43
11.03	Access Control issuance	Tariff/Operation	16,97
11.04	Phosphine Inspections	Tariff/operation	
11.05	Transponder provision of equipment to truck transport	Tariff/Operation	74,26
11.06	Transponder service transaction fees (from 1 to 5.000 gate operations)	Tariff/operation	0,18
	Transponder service transaction fees (from 5.001 operations on)	Tariff/operation	€ 0,12
11.07	Stuffing/Unstuffing	On Demand	
11.08	Lashing/unlashing Flat/Rack or Break-Bulk	On Demand	
11.09	Mafi rental 40'	On Demand	
11.10	Mafi rental 80'	On Demand	
12.00	YACHT - BOATS AND CRADLE		
12.01	Yacht - Boats handling Load/Discharge	On Demand	
12.02	From Pier (or container) to Truck or Vice-versa	On Demand	
12.03	From Pier (or container) to Sea or vice-versa	On Demand	
12.04	Cradle Receive/Delivery	On Demand	
12.05	Cradle Load/Discharge from Ship	On Demand	
12.06	Cradle reload on Truck	On Demand	
12.07	Cradle Assembly or Disassembly	On Demand	
12.08	Cradle Destruction	On Demand	
12.09	Storage of Cradle or Yacht - Boats (no Free time allowed)	On Demand	
12.10	Storage on Mafi (no Free time allowed)	On Demand	

Standard Tariff Price List

TERMINAL CONTAINER FwVENNA

	Validity of terminal rates From until	01/01/2022 31/12/2022
	GENERAL REMARKS / EXCEPTIONS	

GROI	These tariffs shall apply to all Users in accordance with clause 11.1 of the Standard Contract for the Provision of Container Terminal Services by the Terminal Operator.
GR.02	All tariff items mentioned in this Standard Tariff Price List - Section 1 MAIN TERMINAL SERVICES - as defined in general remark GR.OI will be effective from 1st Jan 2022 and will remain valid through 31st December 2022 with exception of the following items for which the Terminal Operator reserves the right to adjust the applicable tariffs, in which case written notification shall be given minimum 30 days prior the renewal date: • Storage - related tariff items : 02.05-02.06, 03.05-03.06, 04.03-04.04, 05.03-05.04 Section 1 MAIN TERMINAL SERVICES • Reefer Connection - related tariff items : 08.01-08.02, 08.10-08.11 Section 1 MAIN TERMINAL SERVICES • Hazardous Containers - related tariff items : 06.01-06.05 Section 1 MAIN TERMINAL SERVICES Upon expiration of the term of validity on 31st December 2022, for the above three sets of items, the Terminal Operator reserves the right to adjust the tariff values and criteria independently from the criteria used for all other items present in the Standard Tariff Price List. For all tariffs items mentioned in this Standard Tariff Price List - Section 2 GENERAL SERVICES - as defined in general remark GR.OI will be effective from 1st Jan 2022 and will remain valid through 31st December 2022. The Terminal Operator reserves the right to adjust the applicable tariffs, in which case written notification shall be given minimum 30 days prior the renewal date. Upon expiration of the term of validity on 31st December 2022, for the above section, the Terminal Operator reserves the right to adjust the tariff values and criteria independently from the criteria used for all items present in the Section 1 MAIN TERMINAL SERVICES
GR.03	In respect of any storage surcharges, for the purpose of invoicing such surcharges, as there is no free storage period, for the free time period assigned to the specific Container tariff class, the tariff value applied shall be the first tariff scale of corresponding class of storage tariffs. Surcharges for additional periods shall be applied on the basis of the corresponding tariff rate.
GR.04	For a quotation on Items 10.03-10.06, 10.08, 10.13, 10.14, 10.17 of Section 1 MAIN TERMINAL SERVICES; items 02.02, 09.01-09.06 11.08-11.11, 12.01-12.10 of Section 2 GENERAL SERVICES please contact Customer Service Department.
GR.05	Tariff Item "02.05 Storage NOT SHIPBOUND Full Contained and "02.06 Storage NOT SHIPBOUND Empty Container" shall be applied by using the Revenue Class Regime of the originally intended modality
GR.06	Tariff Item "09.01 Overtime charge" to be applied to any Ship related services as per items from 01.01 to 01.13 of Section 1 MAIN TERMINAL SERVICES. In addition, for any/all services performed during overtime an Overtime premia shall apply.
99.01	INVOICING OF STORAGE Charges related to containers' storage shall be invoiced on a monthly basis. The invoice shall include the stora e matured durin the month for the stored containers.
99.02	PAYMENT TERMS Within 30 days after date of invoicing. Late payment are subject to an interest penalty at the rate of one per cent (1%) per month or part thereof, calculated on the amount outstanding, in accordance with the provisions of Decreto Legislativo of October 9, 2002, no. 231 implementing Directive no. 2000/35/CE.
99.03	OTHERS For services to be performed by the Terminal Operator on request of the User which are not included in any of the above descriptions, the Terminal Operator shall provide said services as per mutual agreement. Rates for all service as described/not described shall be performed according to valid legislation and governance valid at the time of establishing the tariff agreement.

Company name - Printed name of Signatory	Date / Signature
T.C.R. S.p.A.	
Milena Fico (Director & General Manager)	
Giannantonio Mingozzi (President)	

APPENDIX II

RATES AND CHARGES

(All amounts expressed in Euro)

Standard Tariff Price {ist mode/ v. 1 2021

Issued by Commercial Bock Office December 2020

la spezia container terminal	Standard Tariff Price List
Validity of terminal rates From	01/01/2022
until	31/12/2022

	Section 1 - MAIN TERMINAL SERVICES
01.00	SERVICES RELATED TO SHIP OPERATIONS
02.00	RECEIVING / DELIVERY OF CONTAINERS AT THE GATE-HOUSE (NOT SHIP CYCLE)
03.00	TRANSHIPMENT CONTAINERS
04.00	LOADING / DISCHARGING OF FULL (DIRECT) CONTAINERS
05.00	LOADING / DISCHARGING OF EMPTY (DIRECT) CONTAINERS
06.00	HAZARDOUS CONTAINERS (SURCHARGES)
07.00	NON STANDARD CONTAINERS (SURCHARGES)
08.00	REEFER CONNECTION & RELATED SERVICES
09.00	SUPPLEMENTS / SURCHARGES
10.00	AUXILIARY/MISCELLANEOUS SERVICES
11.00	TRANSPORTATION FROM/TO AND OFF-DOCK SERVICES
12.00	ADDITIONAL
	Section 2 - GENERAL SERVICES
02.00	AUXILIARY SERVICE
04.00	SEALING
05.00	WEIGHING
07.00	CUSTOMS RELATED SERVICES
08.00	DEPOSITO IVA
09.00	UNCONTAINERIZED CARGO - BREAK BULK
10.00	TERMINAL STAFF ASSISTANCE
11.00	MISCELLANEOUS
12.00	YACHT - BOATS AND CRADLE
GR	GENERAL REMARKS / EXCEPTIONS

Section I - MAIN TERMINAL SERVICES

01.00	SERVICES RELATED TO SHIP OPERATIONS		
01.01	Idle Time for labour on "Stand-by" (normal working hours, overtime surcharge applies)	Tariff/Hour	€ 1.565,56
01.02	Free Idle Time allowed for Terminal gangs	Hours	1,00
	Lashing operations and twist-locks handling (equipment provided by the User - rate applies per each cont. Disch/Load/Shifted)		
01.03	Lashing / unlashing and bridge fitting	Tariff/SingleLift	€ 14,28
01.04	Manual twist locks and lashing cones handling (Container)	Tariff/SingleLift	€ 4,95
01.05	Automatic / semi-automatic twist locks and lashing cones handling (Container)	Tariff/SingleLift	€ 3,65
01.06	Hatch-covers standard moves - by means of standard spreader	Tariff/SingleLift	€ 130,46
01.07	Hatch-covers non-standard moves	Tariff/SingleLift	€ 260,93
	Shifting / Restowage of Containers		
01.08	Restow (bay to bay) Full/Empty 20' Containers	Tariff/SingleLift	€ 93,93
01.09	Restow (bay to bay) Full/Empty 40' Containers	Tariff/SingleLift	€ 93,93
01.10	Restow (bay-quay-bay) Full/Empty 20' Containers	Tariff/SingleLift	€ 70,97
01.11	Restow (bay-quay-bay) Full/Empty 40' Containers	Tariff/SingleLift	€ 70,97
01.12	Planning services in accordance with instructions provided by the User	Included	
01.13	Security Charge	Tariff/Ship	€ 313,12

02.00	RECEIVING / DELIVERY OF CONTAINERS AT THE GATE-HOUSE (NOT SHIP CYCLE) Per standard Container (Not applicable to Containers in transhipment or when included in the rate of other services)		
02.01	Receiving or delivery Full standard 20' Containers	Tariff/Unit	€ 70,97
02.02	Receiving or delivery Full standard 40' Containers	Tariff/Unit	€ 70,97
02.03	Receiving or delivery Empty standard 20' Containers	Tariff/Unit	€ 70,97
02.04	Receiving or delivery Empty standard 40' Containers	Tariff/Unit	€ 70,97
02.05	Storage NOT SHIPBOUND Full Containers	See General Remark	
02.06	Storage NOT SHIPBOUND Empty Containers	See General Remark	

03.00	TRANSHIPMENT CONTAINERS Per standard Container		
03.01	Transhipment Full 20' Containers discharge or load	Tariff/SingleLift	€ 101,67
03.02	Transhipment Full 40' Containers discharge or load	Tariff/SingleLift	€ 132,18
03.03	Transhipment Empty 20' Containers discharge or load	Tariff/SingleLift	€ 101,67
03.04	Transhipment Empty 40' Containers discharge or load	Tariff/SingleLift	€ 132,18
	Storage of Transhipment Containers		
03.05	Storage Full Transhipment (First 7 Days)	Free	
	Storage Full Transhipment (8 to 10 Days)	Tariff/Teu/Day	€ 10,00
	Storage Full Transhipment (11 to 12 Days)	Tariff/Teu/Day	€ 15,50
	Storage Full Transhipment (13 to 14 Days)	Tariff/Teu/Day	€ 19,00
	Storage Full Transhipment (15 to 45 Days)	Tariff/Teu/Day	€ 22,50
	Thereafter, as of 46 Days	Tariff/Teu/Day	€ 75,00
03.06	Storage Empty Transhipment (First 3 Days)	Free	
	Storage Empty Transhipment (4 to 5 Days)	Tariff/Teu/Day	€ 10,00
	Storage Empty Transhipment (6 to 10 Days)	Tariff/Teu/Day	€ 15,50
	Thereafter, as of 11 Days	Tariff/Teu/Day	€ 30,00

of

LSCT la spezia container terminal

04.00	LOADING / DISCHARGING OF FULL (DIRECT) CONTAINERS Per standard Container		
04.01	Load or discharge Full 20' Containers including receiving or delivery	Tariff/Unit	€ 161,56
04.02	Load or discharge Full 40' Containers including receiving or delivery	Tariff/Unit	€ 210,03
	Storage of Full Direct Containers		
04.03	Storage Full Export (First 7 Days)	Free	Free
	Storage Full Export (8 to 10 Days)	Tariff/Teu/Day	€ 10,00
	Storage Full Export (11 to 12 Days)	Tariff/Teu/Day	€ 15,50
	Storage Full Export (13 to 14 Days)	Tariff/Teu/Day	€ 19,00
	Storage Full Export (15 to 21 Days)	Tariff/Teu/Day	€ 22,50
	Storage Full Export (22 to 45 Days)	Tariff/Teu/Day	€ 30,00
	Thereafter, as of 46 Days	Tariff/Teu/Day	€ 75,00
04.04	Storage Full Import (First 5 Days)	Free	
	Storage Full Import (6 to 7 Days)	Tariff/Teu/Day	€ 10,00
	Storage Full Import (8 to 10 Days)	Tariff/Teu/Day	€ 15,50
	Storage Full Import (11 to 12 Days)	Tariff/Teu/Day	€ 19,00
	Storage Full Import (13 to 14 Days)	Tariff/Teu/Day	€ 22,50
	Storage Full Import (15 to 21 Days)	Tariff/Teu/Day	€ 25,00
	Storage Full Import (22 to 45 Days)	Tariff/Teu/Day	€ 50,00
	Thereafter, as of 46 Days	Tariff/Teu/Day	€ 75,00

05.00	LOADING / DISCHARGING OF EMPTY (DIRECT) CONTAINERS Per standard Container		
05.01	Load or discharge Empty 20' Containers including receiving or delivery	Tariff/Unit	€ 135,18
05.02	Load or discharge Empty 40' Containers including receiving or delivery	Tariff/Unit	€ 175,74
	Storage of empty Direct Containers		
05.03	Storage Empty Import Containers (First 3 Days)	Free	
	Storage Empty Import Containers (4 to 5 Days)	Tariff/Teu/Day	€ 10,00
	Storage Empty Import Containers (6 to 7 Days)	Tariff/Teu/Day	€ 15,50
	Storage Empty Import Containers (8 to 10 Days)	Tariff/Teu/Day	€ 19,00
	Thereafter, as of 11 Days	Tariff/Teu/Day	€ 30,00
05.04	Storage Empty Export Containers (First 3 Days)	Free	
	Storage Empty Export Containers (4 to 5 Days)	Tariff/Teu/Day	€ 10,00
	Storage Empty Export Containers (6 to 10 Days)	Tariff/Teu/Day	€ 15,50
	Thereafter, as of 11 Days	Tariff/Teu/Day	€ 30,00

06.00	HAZARDOUS CONTAINERS (SURCHARGES) Discharge or loading of Hazardous Containers including Restows (not applicable for shiftings on board)		
06.01	Add to the handling rate of Hazardous classes 1.4S and 1.4G,	Tariff/Unit	€ 521,86
06.02	Add to the handling rate of any Hazardous class except class 1, 7 and 6.2	Tariff/SingleLift	€ 52,19
	Storage surcharge of Hazardous Containers		
	Hazardous classes 1.4G , 1.4S :		
06.04	Hazardous class 1.4G , 1.4S Container storage	Tariff/Teu/Day	€ 62,62
	Any Hazardous class except classes 1, 6.2 and 7 :		
06.05	Hazardous class except class 1 , 6.2, 7 Container storage : Free time 2 days	Free	
	Surcharge thereafter	Tariff/Teu/Day	€ 20,87

07.00	**NON STANDARD CONTAINERS (SURCHARGES)** Applicable to any handling move - load, discharge, transhipment, receiving & delivery, extra move) i.e. for Containers that can not be handled by means of normal spreader.		
07.01	Non-Standard Container – handled by normal non standard containers spreader (Add to the handling rates)	Quote %	100%
07.02	Non-Standard Container – can not be handled by normal normal non standard containers spreader (i.e. handling by chains, slings etc..).	Quote %	150%
	Storage surcharge of Non-Standard Container		
07.04	Storage surcharge Non-Standard Container - No free storage applicable	Quote %	100%

08.00	**REEFER CONNECTION & RELATED SERVICES** (restows included, if connected to Power Supply)		
08.01	Reefer connection (storage not included) 20' Containers	Tariff/Unit/Day	€ 48,54
08.02	Reefer connection (storage not included) 40' Containers	Tariff/Unit/Day	€ 48,54
08.06	Reefer Containers repairs coordination	Tariff/Operation	€ 54,95
08.07	Reefers data download from reefer Container DataCorder	Tariff/Operation	€ 54,95
08.10	Special equipment connection (lumpsum per day) 20' Containers	Tariff/Unit/Day	€ 48,54
08.11	Special equipment connection (lumpsum per day) 40' Containers	Tariff/Unit/Day	€ 48,54

09.00	**SUPPLEMENTS / SURCHARGES**		
	Overtime charge Applicable during the following working shifts at rates of :		
09.01	Sunday (00:00 - 01:00)	Quote %	50%
09.01	Sunday (01:00 - 24:00)	Quote %	70%
09.01	Monday (00:00 - 01:00)	Quote %	70%
09.01	Monday (01:00 - 07:00)	Quote %	70%
09.01	Tuesday (01:00 - 07:00)	Quote %	25%
09.01	Wednesday (01:00 - 07:00)	Quote %	25%
09.01	Thursday (01:00 - 07:00)	Quote %	25%
09.01	Friday (01:00 - 07:00)	Quote %	25%
09.01	Saturday (01:00 - 07:00)	Quote %	25%
09.01	Saturday (13:00 - 24:00)	Quote %	50%
09.01	Holiday (00:00 - 24:00)	Quote %	100%
09.01	PostHoliday (00:00 - 07:00)	Quote %	100%
09.01	PreHoliday (19:00 - 24:00)	Quote %	100%

10.00	**AUXILIARY/MISCELLANEOUS SERVICES**		
	Securing/un-securing of Full/Empty Containers on railcars (during receiving/delivery)		
10.01	Securing / Unsecuring rail cars - ISO cones	Tariff/Unit	€ 12,30
10.02	Securing / Unsecuring rail cars - Wedges	Tariff/Unit	€ 12,30
	Leaking Containers		
10.07	Storage leaking Containers	Tariff/Teu/Day	€ 140,91
10.08	Containers leaking - Cleaning and leakage disposal on User account	Cost Plus	
	(The above costs will be quantified after the cleaning and disposal services are carried out)		
	Other - Auxiliary/Miscellaneous		
10.09	Mounting / Dismounting Bundles (per each Flat Rack unit)	Tariff/Unit	€ 36,53
10.10	Mounting / dismounting MAFI bundles	Tariff/Unit	€ 36,53
10.11	Equipment hour cost	On Demand	
10.13	Yard Moves / Status Changes	Tariff/Occurence	€ 70,97
10.14	Missing/wrong Edifact information - administrative charge per Container	Tariff/Unit	€ 4,41
10.15	Customized Reporting	On Demand	
10.16	Late planning information	Tariff/Unit	€ 2,20
10.17	Changes in agreed Containership Working Plan - additional moves	Tariff/Unit	€ 10,44
10.18	Empty Containers segregation charge	Tariff/Unit	€ 8,40
10.19	Block instruction (administrative charge)	Tariff/Unit	€ 8,40

11.00	TRANSPORTATION FROM/TO AND OFF-DOCK SERVICES		
11.01	Off-Dock Services Receiving and Delivery	Tariff/Unit	€ 27,13
11.02	Off-Dock Services Yard Extra Move	Tariff/SingleLift	€ 27,13
11.03	Interterminal Transfers of Containers (Full/Empty)	Tariff/Teu	€ 33,39
12.00	ADDITIONAL		
	Storage damaged and Tank Containers		
12.01	Storage damaged Containers surcharge	Quote %	100%
12.02	Storage tank Containers surcharge	Quote %	100%

Section 2 - GENERAL SERVICES

02.00	AUXILIARY SERVICE		
	Container Inspections		
02.01	Container opening/closing and sealing	Tariff/Operation	€ 23,42
02.02	Cargo handling costs (partial or total goods stripping and re-stuffing)	On Demand	
02.03	Releasing Full 20' Containers for inspection	Tariff/Operation	€ 93,93
02.04	Releasing Full 40' Containers for inspection	Tariff/Operation	€ 93,93
02.05	Releasing Empty 20' Containers for inspection	Tariff/Operation	€ 93,93
02.06	Releasing Empty 40' Containers for inspection	Tariff/Operation	€ 93,93
	Radio-Metric Inspection		
02.12	Releasing 20' Containers for Radio-Metric inspection	Tariff/Unit	€ 70,97
02.13	Releasing 40' Containers for Radio-Metric inspection	Tariff/Unit	€ 70,97
02.14	Releasing 20' Containers for Radio-Metric inspection - request received after discharge of the Container	Tariff/Unit	€ 91,63
02.15	Releasing 40' Containers for Radio-Metric inspection - request received after discharge of the Container	Tariff/Unit	€ 91,63
02.16	Radio-metric inspection certificate - 1st container in B/L	Tariff/Unit	€ 76,36
02.17	Radio-metric inspection certificate - additional containers in same B/L	Tariff/Unit	€ 35,63
	Additional labelling of Containers (labels provided by the User).		
02.28	Labeling at receiving or delivery	Tariff/Operation	€ 23,09
02.29	Labeling in yard 20' Containers	Tariff/Operation	€ 93,93
02.30	Labeling in yard 40' Containers	Tariff/Operation	€ 93,93
02.31	Label's cost, if provided by Terminal	Tariff/Item	€ 7,31
	Removing labels from Containers		
02.32	Removing labels at receiving or delivery	Tariff/Operation	€ 23,09
02.33	Removing labels in yard from 20' Containers	Tariff/Operation	€ 93,93
02.34	Removing labels in yard from 40' Containers	Tariff/Operation	€ 93,93
04.00	SEALING		
04.01	Sealing at receiving or delivery *(seal provided by the User)*	Tariff/Operation	€ 23,09
04.02	Sealing in yard 20' Containers	Tariff/Operation	€ 93,93
04.03	Sealing in yard 40' Containers	Tariff/Operation	€ 93,93
04.04	Seal's cost, if provided by Terminal	Tariff/Item	€ 7,31
05.00	WEIGHING		
05.01	Weighing on receiving	Tariff/Unit	€ 31,31
05.02	Weighing in yard 20' Containers	Tariff/Unit	€ 102,29
05.03	Weighing in yard 40' Containers	Tariff/Unit	€ 102,29
05.04	Truck weighing - Cargo	Tariff/Unit	€ 30,54
07.00	CUSTOMS RELATED SERVICES		
07.05	Administrative charge for Customs Document IM7 (As of 1st container)	Tariff/Operation	€ 120,02
07.06	Administrative charge for each Container exceeding 1st per IM7 customs document	Tariff/Unit	€ 28,58
07.07	Administrative charge for Customs Document IM7 amendment	Tariff/Operation	€ 120,02
08.00	DEPOSITO IVA		
08.01	Taxable V.A.T. amount (from: 0 to: 155.000€)	Tariff/Operation	€ 106,90
	Taxable V.A.T. amount (from: 155.001€ to: 362.000€)	Tariff/Operation	€ 152,72
	Taxable V.A.T. amount (thereafter, as of 362.001€)	Tariff/Operation	€ 231,11

09.00	UNCONTAINERIZED CARGO - BREAK BULK		
09.01	Uncontainerized cargo handling Load/Discharge	On Demand	
09.02	Uncontainerized cargo receiving or delivery	On Demand	
09.03	Uncontainerized cargo receiving or delivery on MAFI	On Demand	
09.04	Storage Uncontainerized cargo	On Demand	
09.05	Storage Export Uncontainerized cargo	On Demand	
09.06	Storage Import Uncontainerized cargo	On Demand	
10.00	TERMINAL STAFF ASSISTANCE		
10.06	Terminal Personnel Support	Tariff/Man/Hour	€ 40,72
11.00	MISCELLANEOUS		
11.01	Measuring on demand	Tariff/Unit	€ 39,67
11.07	Stuffing/Unstuffing	On Demand	
11.08	Lashing/unlashing Flat/Rack or Break-Bulk	On Demand	
11.09	Mafi rental 40'	Tariff/Unit/Day	€ 40,72
11.10	Mafi rental 80'	Tariff/Unit/Day	€ 106,90
11.11	Shunt of rail cars (full or empty / in or out)	Tariff/RailCar	€ 20,36
12.00	YACHT - BOATS AND CRADLE		
12.01	Yacht - Boats handling Load/Discharge	On Demand	
12.02	From Pier (or container) to Truck or Vice-versa	On Demand	
12.03	From Pier (or container) to Sea or vice-versa	On Demand	
12.04	Cradle Receive/Delivery	On Demand	
12.05	Cradle Load/Discharge from Ship	On Demand	
12.06	Cradle reload on Truck	On Demand	
12.07	Cradle Assembly or Disassembly	On Demand	
12.08	Cradle Destruction	On Demand	
12.09	Storage of Cradle or Yacht - Boats (no Free time allowed)	On Demand	
12.10	Storage on Mafi (no Free time allowed)	On Demand	

GR	GENERAL REMARKS / EXCEPTIONS
GR.01	These tariffs shall apply to all Users in accordance with clause 11.1 of the Standard Contract for the Provision of Container Terminal Services by the Terminal Operator.
GR.02	All tariff items mentioned in this Standard Tariff Price List as defined in general remark GR.01 will be effective from 1st Jan 2022 and will remain valid through 31st December 2022 with exception of the following items for which the Terminal Operator reserves the right to adjust the applicable tariffs, in which case written notification shall be given minimum 30 days prior the renewal date: • Storage - related tariff items : 02.05-02.06, 03.05-03.06, 04.03-04.04, 05.03-05.04 Section 1 TERMINAL SERVICES • Reefer Connection - related tariff items : 08.01-08.02, 08.10-08.11 Section 1 TERMINAL SERVICES • Hazardous Containers - related tariff items : 06.01-06.05 Section 1 TERMINAL SERVICES • Shunt of rail cars - related tariff item: 11.11 Section 2 GENERAL SERVICES Upon expiration of the term of validity on 31st December 2022, for the above three sets of items, the Terminal Operator reserves the right to adjust the tariff values and criteria independently from the criteria used for all other items present in the Standard Tariff Price List
GR.03	In respect of any storage surcharges, for the purpose of invoicing such surcharges, as there is no free storage period, for the free time period assigned to the specific Container tariff class, the tariff value applied shall be the first tariff scale of corresponding class of storage tariffs. Surcharges for additional periods shall be applied on the basis of the corresponding tariff rate.
GR.04	For a quotation on items "0.08, 10.11 and 10.15 of Section 1 MAIN TERMINAL SERVICES andd items 02.02, 09.01-09.06, 11.07, 11.08, 12.01-12.10 of Section 2 GENERAL SERVICES - please contact KAM Department.
GR.05	Tariff Item "02.05 Storage NOT SHIPBOUND Full Containers" and "02.06 Storage NOT SHIPBOUND Empty Containers" of Section 1 MAIN TERMINAL SERVICES, shall be applied by using the Revenue Class Regime of the originally intended modality
GR.06	Tariff Item "09.01 Overtime charge" to be applied to any Ship related services as per items from 01.01 to 01.13 of Section 1 MAIN TERMINAL SERVICES. In addition, for any/all services performed during overtime, an Overtime premia shall apply.

99.01	INVOICING OF STORAGE Charges related to containers' storage shall be invoiced on a monthly basis. The invoice shall include the storage matured during the month for the stored containers.
99.02	PAYMENT TERMS Within 30 days after date of invoicing. Late payment are subject to an interest penalty at the rate of one per cent (1%) per month or part thereof, calculated on the amount outstanding, in accordance with the provisions of Decreto Legislativo of October 9, 2002, no. 231 implementing Directive no. 2000/35/CE.
99.03	OTHERS For services to be performed by the Terminal Operator on request of the User which are not included in any of the above descriptions, the Terminal Operator shall provide said services as per mutual agreement. Rates for all service as described/not described shall be performed according to valid legislation and governance valid at the time of establishing the tariff agreement.

Company name - Printed name of Signatory	Date / Signature
LA SPEZIA CONTAINER TERMINAL S.p.A.	
Cecilia Eckelmann Battistello (Vice President)	
Alfredo Scalisi (Managing Director)	

Sub Index	Weight of CPI basket index	Index Value reference	Public Tariff Indexation Progressive	
	Progressive 2021		Delta	Index value for CPI basket calculation
Personnel Costs (IPCA data)	69.5%	Wage Increase Index – IPCA yearly published by ISTAT	1.10%	0.76%
Energy Costs	4.4%	Energy Price (ISTAT – table: production price index for industrial products; category: energy, domestic market)	17.60%	0.77%
Maintenance Costs	1.3%	Industrial Product Price Index (ISTAT – table: production price index for industrial products; category: total industry excluding construction, domestic market)	6.18%	0.08%
License Costs	0.4%	Indice Ministeriale Licenze Demaniali	-1.85%	-0.01%
Other Fixed Cost, Office Costs, Rents	11.0%	Consumer Price Index (ISTAT – NIC - consumer price index for the whole nation; table: national data by COICOP, all items)	1.07%	0.12%
Depreciation	11.0%	Industrial Product Price Index (ISTAT – table: production price index for industrial products; category: total industry excluding construction, domestic market)	6.18%	0.68%
Financial Cost	2.4%	Variance Euribor 3 months	-25.00%	-0.60%
Total	100.0%	Index with IPCA wage increase		1.81%

8 September 2021
8 September 2021
P.U. (A) 355

WARTA KERAJAAN PERSEKUTUAN

FEDERAL GOVERNMENT GAZETTE

UNDANG-UNDANG KECIL LEMBAGA PELABUHAN JOHOR (PELABUHAN TANJUNG PELEPAS) (SKEL KADAR, DIUS DAN CAJ) (PINDAAN) 2021

JOHORE PORT AUTHORITY (TANJUNG PELEPAS PORT) (SCALE OF RATES, DUES AND CHARGES) (AMENDMENT) BY-LAWS 2021

DISIARKAN OLEH/
PUBLISHED BY
JABATAN PEGUAM NEGARA/
ATTORNEY GENERAL'S CHAMBERS

AKTA LEMBAGA PELABUHAN 1963

UNDANG-UNDANG KECIL LEMBAGA PELABUHAN JOHOR (PELABUHAN TANJUNG PELEPAS) (SKEL KADAR, DIUS DAN CAJ) (PINDAAN) 2021

PADA menjalankan kuasa yang diberikan oleh seksyen 16, 17A dan 29 Akta Lembaga Pelabuhan 1963 [*Akta 488*], Lembaga Pelabuhan Johor, dengan kelulusan Menteri, membuat undang-undang kecil yang berikut:

Nama dan permulaan kuat kuasa

1. (1) Undang-undang kecil ini bolehlah dinamakan **Undang-Undang Kecil Lembaga Pelabuhan Johor (Pelabuhan Tanjung Pelepas) (Skel Kadar, Dius dan Caj) (Pindaan) 2021**.

(2) Undang-Undang Kecil ini mula berkuat kuasa pada 9 September 2021.

15 Pindaan undang-undang kecil 1

2. Undang-Undang Kecil Lembaga Pelabuhan Johor (Pelabuhan Tanjung Pelepas) (Skel Kadar, Dius dan Caj) 2000 [*P.U. (A) 467/2000*], yang disebut "Undang-Undang Kecil ibu" dalam Undang-Undang Kecil ini, dipinda dalam teks bahasa kebangsaan, dalam perenggan 1(1) dengan menggantikan perkataan "**Skel Kadar**" dengan perkataan "**Skala Kadar**".

Pindaan Jadual

3. Undang-Undang Kecil ibu dipinda dalam Jadual—

(a) dalam BAHAGIAN A —

(i) dengan menggantikan butiran 1*(a)*(iii) dengan butiran yang berikut:

"(iii) Caj marin yang disatukan adalah berdasarkan setiap panggilan dan LOA setiap vesel seperti yang berikut:

LOA	Lat Tempoh	
	6 Jam Pertama atau Sebahagian daripadanya RM	Setiap Jam Tambahan atau Sebahagian daripadanya RM
100 meter dan kurang	3,900.00	130.00
Melebihi 100 meter tetapi tidak melebihi 150 meter	5,850.00	195.00
Melebihi 150 meter tetapi tidak melebihi 200 meter	11,700.00	520.00
Melebihi 200 meter tetapi tidak melebihi 250 meter	20,800.00	1,040.00
Melebihi 250 meter tetapi tidak melebihi 300 meter	23,400.00	1,820.00
Melebihi 300 meter tetapi tidak melebihi 350 meter	29,250.00	2,340.00
Melebihi 350 meter tetapi tidak melebihi 400 meter	31,200.00	2,860.00

Melebihi 400 meter tetapi tidak melebihi 450 meter	34,450.00	3,380.00
Melebihi 450 meter	37,700.00	3,900.00

(ii) dalam butiran 1*(b)*(i), dengan menggantikan perkataan "4.60" dengan perkataan "5.20";

(iii) dalam subbutiran 1*(b)*(ii)(A), dengan menggantikan perkataan "8.00" dengan perkataan "9.10";

(iv) dalam subperenggan 2*(a),* berhubung dengan "*Status Kontena*" —

(A) dengan menggantikan butir-butir yang berhubungan dengan butiran "Dengan muatan" dengan butir-butir yang berikut:

	Per Kontena	
Tidak Melebihi 20 Kaki Panjang	*Melebihi 20 Kaki tetapi Tidak Melebihi 40 Kaki Panjang*	*Melebihi 40 Kaki Panjang*
RM	RM	RM
"300.00	450.00	507.00"; dan

(B) dengan menggantikan butir-butir yang berhubungan dengan butiran "Kosong" dengan butir-butir yang berikut:

	Per Kontena	
Tidak Melebihi 20 Kaki Panjang	*Melebihi 20 Kaki tetapi Tidak Melebihi 40 Kaki Panjang*	*Melebihi 40 Kaki Panjang*
RM	RM	RM
"234.00	351.00	390.00";

(v) dengan menggantikan butiran 2*(c)*(vi) dengan butiran yang berikut:

"(vi) Caj kontena *reefer*

Bagi perkhidmatan kontena *reefer* seperti bekalan elektrik, pemeriksaan sebelum perjalanan, penyambungan atau pemutusan bekalan elektrik di atas vesel dan di lapangan *reefer*

Perihal Perkhidmatan	Per Kontena	
	Tidak Melebihi 20 Kaki Panjang RM	Melebihi 20 Kaki tetapi Tidak Melebihi 40 Kaki Panjang RM

Pemeriksaan sebelum perjalanan	91.00	136.50
Penyambungan atau pemutusan bekalan elektrik Caj *reefer,* setiap syif atau sebahagian daripadanya	39.00 45.00	39.00 65.00

";

(vi) dengan menggantikan butiran 2*(c)*(vii) dengan butiran yang berikut:

"(vii) Pertukaran nominasi

Per Kontena		
Tidak Melebihi 20 Kaki Panjang RM	*Melebihi 20 Kaki tetapi Tidak Melebihi 40 Kaki Panjang* RM	*Melebihi 40 Kaki Panjang* RM
65.00	97.50	110.50

"; dan

(vii) dalam butiran 2*(c)*(x), dengan menggantikan perkataan "RM115.00" dengan perkataan "RM130.00".

(b) dalam BAHAGIAN C—

(i) dalam subperenggan 7*(a),* dengan menggantikan perkataan “RM29.00” dengan perkataan “RM32.50”;

(ii) dengan menggantikan subperenggan 7*(b)* dengan subperenggan yang berikut:

“*(b)* Perkhidmatan melawan kebakaran, pencegahan pencemaran, salvaj, menyelamat atau respons kecemasan marin

Jenis Per khidmatan	Per Unit bagi Setiap Jam atau Sebahagian daripadanya RM
Bot tunda (dalam had pelabuhan)	5,200.00
(di luar had dan peralatan	
Bot tunda pelabuhan)	15,600.00
Kereta bomba	1,000.00
Bahan khas berkaitan	Mengikut kos ditambah dengan 20% caj perkhidmatan

”;

(iii) dalam subperenggan 7*(c),* dengan menggantikan perkataan “RM35.00” dengan perkataan “RM39.00”;

(iv) dalam subperenggan 7*(d),* dengan menggantikan perkataan “RM115.00” dengan perkataan “RM130.00”;

(v) dengan menggantikan subperenggan 7*(e)* dengan subperenggan yang berikut:

“*(e)* Pembekalan air, termasuk caj perkhidmatan bagi pembekalan air dari pelabuhan ke vesel

Bekalan Air	RM
Tidak melebihi 50,000 liter	650.00
Melebihi 50,000 liter	130.00 per 1000 liter atau sebahagian daripadanya

";

(vi) dengan menggantikan subperenggan 8*(g)* dengan subperenggan yang berikut:

"*(g)* Caj tambahan bagi perkhidmatan berkaitan *reefer*

Jenis Perkhidmatan	Per Kontena RM
Caj pembaikan setiap pekerja setiap jam	84.50
Memuat turun dan mendapatkan log data	42.25
Menaik taraf perisian reefer	42.25
Permit kerja panas reefer	26.00
Pemeriksaan kerosakan unit reefer di atas vesel	84.50
Pelarasan fizikal penetapan reefer	26.00
Pemindahan dengan pam vakum	26.00

Set pateri untuk kerja kimpalan	65.00
Lampiran pelekat *reefer*	10.35
Perkhidmatan lain yang berkaitan dengan *reefer*	26.00

";

(vii) dalam subperenggan 8*(i),* dengan menggantikan perkataan "RM12.00" dengan perkataan "RM13.00";

(viii) dengan menggantikan subperenggan 8*(l)* dengan subperenggan yang berikut:

"*(l)* Muat naik dan muat turun (Lo-Lo) kontena

Per Kontena		
Tidak Melebihi 20 Kaki Panjang RM	*Melebihi 20 Kaki tetapi Tidak Melebihi 40 Kaki Panjang* RM	*Melebihi 40 Kaki Panjang* RM
32.50	48.75	48.75

";

(ix) dengan menggantikan subperenggan 8*(o)* dengan subperenggan yang berikut:

"*(o)* Pergerakan tambahan atau perpindahan kontena di dalam lapangan kontena

Per Kontena		
Tidak Melebihi 20 Kaki Panjang RM	*Melebihi 20 Kaki tetapi Tidak Melebihi 40 Kaki Panjang* RM	*Melebihi 40 Kaki Panjang* RM
91.00	136.50	149.50

";

(x) dengan menggantikan butiran 8*(p)*(i) dengan butiran yang berikut:

"(i) Jika muatan kontena penuh untuk eksport dihantar selepas habis tempoh masa yang ditetapkan, dengan kelulusan terlebih dahulu daripada pengendali berlesen, tetapi sebelum ketibaan vesel

Per Kontena		
Tidak Melebihi 20 Kaki Panjang RM	*Melebihi 20 Kaki tetapi Tidak Melebihi 40 Kaki Panjang* RM	*Melebihi 40 Kaki Panjang* RM
91.00	136.50	149.50

";

(xi) dengan menggantikan butiran 8*(p)*(ii) dengan butiran yang berikut:

"(ii) Jika muatan kontena penuh untuk eksport tiba selepas habis tempoh masa yang ditetapkan dan selepas ketibaan vesel tetapi diterima untuk dimuatkan terus ke dalam vesel atau disimpan di atas dek

Per Kontena		
Tidak Melebihi 20 Kaki Panjang RM	*Melebihi 20 Kaki tetapi Tidak Melebihi 40 Kaki Panjang* RM	*Melebihi 40 Kaki Panjang* RM
273.00	409.50	448.50

";

(xii) dalam subperenggan 9*(b),* dengan menggantikan perkataan "RM575.00" dengan perkataan "RM650.00";

(xiii) dalam subperenggan 9*(c),* dengan menggantikan perkataan "RM12.00" dengan perkataan "RM13.00";

(xiv) dalam subperenggan 9*(g),* dengan menggantikan perkataan "RM29.00" dengan perkataan "RM32.50"; dan

(xv) dalam subperenggan 10*(c),* dengan menggantikan perkataan "RM403.00" dengan perkataan "RM455.00".

Dibuat 6 September 2021
[LPJ/PTP/U(S)009JLD3; PN(PU2)175/V]

HAJI ROSNAN BIN FATHLAL
Pengerusi
Lembaga Pelabuhan Johor

Diluluskan 6 September 2021
[MOT.BM(S).600-2/7/5(10); PN(PU2)175/V]

DATUK SERI IR. DR. WEE KA SIONG
Menteri Pengangkutan

PORT AUTHORITIES ACT 1963

JOHORE PORT AUTHORITY (TANJUNG PELEPAS PORT) (SCALE OF RATES, DUES AND CHARGES) (AMENDMENT) BY-LAWS 2021

IN exercise of the powers conferred by sections 16, 17A and 29 of the Port Authorities Act 1963 [*Act 488*], the Johore Port Authority, with the approval of the Minister, makes the following by-laws:

Citation and commencement

1. (1) These by-laws may be cited as the **Johore Port Authority (Tanjung Pelepas Port) (Scale of Rates, Dues and Charges) (Amendment) By-Laws 2021.**

(2) These By-Laws come into operation on 9 September 2021.

Amendment of by-law 1

2. The Johore Port Authority (Tanjung Pelepas Port) (Scale of Rates, Dues and Charges) By-Laws 2000 [*P.U. (A) 467/2000*], which are referred to as the "principal By-Laws" in these By-Laws, are amended in the national language text, in paragraph 1(1) by substituting for the words "**Skel Kadar**" the words "**Skala Kadar**".

Amendment of Schedule

3. The principal By-Laws are amended in the Schedule—

(a) in PART A –

(i) by substituting for item 1*(a)*(iii) the following item:

"(iii) The consolidated marine charges are based on per call basis and on the LOA of each vessel as follows:

LOA	Interval	
	First 6 hours or Part thereof RM	Each Additional hour or Part thereof RM
100 metres and less	3,900.00	130.00
Exceeding 100 metres but not exceeding 150 metres	5,850.00	195.00
Exceeding 150 metres but not exceeding 200 metres	11,700.00	520.00
Exceeding 200 metres but not exceeding 250 metres	20,800.00	1,040.00
Exceeding 250 metres but not exceeding 300 metres	23,400.00	1,820.00
Exceeding 300 metres but not exceeding 350 metres	29,250.00	2,340.00
Exceeding 350 metres but not exceeding 400 metres	31,200.00	2,860.00

Exceeding 400 metres but not exceeding 450 metres	34,450.00	3,380.00
Exceeding 450 metres	37,700.00	3,900.00

(ii) in item 1*(b)*(i), by substituting for the word "4.60" the word "5.20";

(iii) in subitem 1*(b)*(ii)(A), by substituting for the word "8.00" the word "9.10";

(iv) in subparagraph 2*(a)*, in relation to "*Status of Container*"—

(A) by substituting for the particulars relating to item "Laden" the following particulars:

	Per Container	
Not Exceeding 20 Feet in Length	*Exceeding 20 Feet but Not Exceeding 40 Feet in Length*	*Exceeding 40 Feet in Length*
RM	RM	RM
"300.00	450.00	507.00"; and

(B) by substituting for the particulars relating to item "Empty" the following particulars:

	Per Container	
Not Exceeding 20 Feet in Length	*Exceeding 20 Feet but Not Exceeding 40 Feet in Length*	*Exceeding 40 Feet in Length*
RM	RM	RM
"234.00	351.00	390.00";

(v) by substituting for item 2*(c)*(vi) the following item:

"(vi) Reefer container charges

For reefer container services such as supply of electricity, pre-trip inspection, connecting or disconnecting electricity supply on board vessel and at reefer yard

Description of Service	Per Container	
	Not Exceeding 20 Feet in Length RM	Exceeding 20 Feet but Not Exceeding 40 Feet in Length RM
Pre-trip Inspection Connecting or disconnecting electricity supply	91.00 39.00	136.50 39.00

Reefer charges, per shift or part thereof	45.00	65.00

(vi) by substituting for item 2*(c)*(vii) the following item:

"(vii) Re-nomination of vessel

Per Container		
Not Exceeding 20 Feet in Length RM	*Exceeding 20 Feet but Not Exceeding 40 Feet in Length* RM	*Exceeding 40 Feet in Length* RM
65.00	97.50	110.50

(vii) in item 2*(c)*(x), by substituting for the words "RM115.00" the words "RM130.00".

(b) in PART C–

(i) in subparagraph 7*(a),* by substituting for the words "RM29.00" the words "RM32.50";

(ii) by substituting for subparagraph 7*(b)* the following subparagraph:

"*(b)* Fire, anti-pollution, salvage, rescue or marine emergency response services

Tug boat (outside port limit) Fire engine Special materials and ancillary equipment	15,600.00 1,000.00 At cost plus 20% administration charges
Type of Service	Per Unit Per Hour or Part thereof RM
Tug boat (inside port limit)	5,200.00

(iii) in subparagraph 7*(c),* by substituting for the words “RM35.00” the words “RM39.00”;

(iv) in subparagraph 7*(d),* by substituting for the words “RM115.00” the words “RM130.00”;

(v) by substituting for subparagraph 7*(e)* the following subparagraph:

“*(e)* Supply of water, including the administrative charges for supply of water from port to vessel

Supply of water	RM
Not exceeding 50,000 litres Exceeding 50,000 litres	650.00 130.00 per 1000 litres or part thereof

(vi) by substituting for subparagraph 8*(g)* the following subparagraph:

"*(g)* Additional charges for reefer related services

Type of Service	Per Container RM
Repair charges per worker per hour	84.50
Downloading and retrieving data logs	42.25
Reefer software upgrading	42.25
Reefer hot work permit	26.00
Checking reefer unit malfunction on-board vessel	84.50
Physical adjustment of reefer setting	26.00
Evacuation with vacuum pump	26.00
Brazing set for welding works	65.00
Reefer sticker attachment	10.35
Other reefer related service	26.00

(vii) in subparagraph 8*(i),* by substituting for the words "RM12.00" the words "RM13.00";

(viii) by substituting for subparagraph 8*(l)* the following subparagraph:

"***(l)*** **Load on and load off (Lo-Lo) of container**

Per Container		
Not Exceeding 20 Feet in Length RM	*Exceeding 20 Feet but Not Exceeding 40 Feet in Length* RM	*Exceeding 40 Feet in Length* RM
32.50	48.75	48.75

";

(ix) by substituting for subparagraph 8*(o)* the following subparagraph:

"*(o)* Extra movement or container shifting within the container yard

Per Container		
Not Exceeding 20 Feet in Length RM	*Exceeding 20 Feet but Not Exceeding 40 Feet in Length* RM	*Exceeding 40 Feet in Length* RM
91.00	136.50	149.50

";

(x) by substituting for item 8*(p)*(i) the following item:

"(i) Where the full container load for export is delivered after established cut off time, with the prior approval from licensed operator, but before the arrival of the arrival of the vessel

Per Container		
Not Exceeding 20 Feet in Length RM	*Exceeding 20 Feet but Not Exceeding 40 Feet in Length* RM	*Exceeding 40 Feet in Length* RM
91.00	136.50	149.50

";

(xi) by substituting for item 8*(p)*(ii) the following item:

"(ii) Where a full container load for export arrived after the established cut off time and after the arrival of the vessel but is accepted for direct loading onto a vessel or stowage on deck

Per Container		
Not Exceeding 20 Feet in Length RM	*Exceeding 20 Feet but Not Exceeding 40 Feet in Length* RM	*Exceeding 40 Feet in Length* RM
273.00	409.50	448.50

";

(xii) in subparagraph 9*(b),* by substituting for the words “RM575.00” the words “RM650.00”;

(xiii) in subparagraph 9*(c),* by substituting for the words “RM12.00” the words “RM13.00”;

(xiv) in subparagraph 9*(g),* by substituting for the words “RM29.00” the words “RM32.50”; and

(xv) in subparagraph 10*(c),* by substituting for the words “RM403.00” the words “RM455.00”.

Made 6 September 2021
[LPJ/PTP/U(S) 009JLD3; PN(PU2)175/V]

HAJI ROSNAN BIN FATHLAL

Chairman

Johore Port Authority

Approved 6 September 2021
[MOT.BM(S).600-2/7/5(10); PN(PU2)175/V]

DATUK SERI IR. DR. WEE KA SIONG
Minister of Transport

JOHORE PORT AUTHORITY (TANJUNG PELEPAS) (SCALE OF RATES, DUES AND CHARGES) (AMENDMENT) BY-LAWS 2019 & 2021

PART A CHARGES FOR ACCOUNT OF VESSEL

1 MARINE CHARGES

a) Consolidated Marine Charges (Per Call Charges)

i. The marine charges are consolidated to include port dues, pilotage, towage dues, mooring charges and dockage into a single charge.

ll. The Consolidated Marine Charges (CMC) is based on the first 6 hours or part thereof and beyond that period, only dockage is charged per hour or part thereof. Dockage charge is calculated from the time the vessel berths (first line ashore) and until it leaves the berth (last line off the bollard); or from the time the vessel is anchored until it leaves the anchorage.

i.CMC shall apply for vessel loading and/or discharging goods at the wharf or anchorage, for the purpose of taking bunker or ship's supply, repairs, change of crew, ship to ship transfer or any other services required.

. CMC are based on per call basis and on the ("LOA') of each vessel.

Interval / Length Overall (LOA)	First 6 hours or part thereof	Next hour or part thereof

100 meters and less	3,900.00	130.00
Exceeding 100 meters but not exceeding 150 meters	5,850.00	195.00
Exceeding 150 meters but not exceeding 200 meters	1 1700.00	520.00
Exceeding 200 meters but not exceeding 250 meters	20,800.00	1 ,040.oo
Exceeding 250 meters but not exceeding 300 meters	23,400.00	11820.00
Exceeding 300 meters but not exceeding 350 meters	29,250.00	2,340.00
Exceeding 350 meters but not exceeding 400 meters	31,200.00	2,860.00
Exceeding 400 meters but not exceeding 450 meters	34,450.00	3,380.00
Exceeding 450 meters	37,700.00	3,900.00

b) Other Marine Charges

i. Pilotage dues

If a vessel only requires pilotage for transit between the port limits where the Consolidated Marine Charges is not applicable, the following charges are applicable: -

Vessel length overall (LOA)	Per meter per hour or part thereof
15 meters and below Exceeding 15 meters	5.20

ii. Towage dues

a. All Vessels

Size of Vessel	Per 30 days or part thereof

1,000 G.T. and less Exceeding 1,000 G.T. to 2,000 G.T. Exceeding 2,000 G.T. to 15,000 G.T Exceeding 15,000 G.T.	4,000.00 6,000.00 8,000.00 14,000.00 and an additional RM6.00 for every increase of 100 G.T. exceeding 15,000 G.T.

If a vessel only requires towage for transit between the port limits, the following charge is applicable. The charges under this item shall commence from the time the tug leaves its base to the time it returns to it base.

Tug Boat Capacity	Per Tug Boat Per Movement, Per Hour or Part thereof
Less than 65 tonne bollards pull capacity Equivalent or exceeding 65 tonne bollards pull capacity 80 Tons Bollard Pull ca aci	9.10 per metre of LOA 5,000.00 9200.00

b. Other floating objects (not classified as vessels)

Additional charges for escort, towage of oil rigs, towage of pontoon or any unusual structures are as follows :

Per tug per half hour or part thereof	RM 500.00

iii. Laid —Up Dues

Additional laid-up dues per vessel at approved anchorage:

iv. Late Applications (Request), Amendments or Cancellation Charges

Application for pilotage and towage must be made at least 3 hours before a service is required. Where a request is made, or request for amendment or cancellation of service is made, less than 2 hours from time of service, the following charges shall apply .

Type of Service	Per Late Application/ Amendment/Cancellation

Pilotage - per movement Towage - per tug boat	11000.00 1 000.00

v. Pilot detention charges

For detention of pilot at the pilot station for the arrival of vessel or at wharf or at anchorage for the departure of vessel, to be calculated from the time the service is required

Per pilot per hour or part thereof	RM 600.00

vi. Tug Boat detention charges

For detention of tug boat due to the delay in the arrival or departure of vessel, to be calculated from the time the service is required

Per tugboat per hour or part thereof	RM 800.00

vii. Boat services Charges

For usage of boat for any movement within the port limit or beyond

Maximum of 6 persons per boat per hour or part thereof	RM 1,000.00

JOHORE PORT AUTHORITY (TANJUNG PELEPAS)

2. Handling

The rates chargeable for container handling shall be as follows: a) Container Handling Charges

Status of Container	Per Container		
	Not exceeding 20 feet in length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
Local Laden	300.00	450.00	507.00
Local Empty	234.00	351.00	390.00
Transhipment (Laden & Empty)	200.00	300.00	335.00
Dangerous Goods - Local	345.00	520.00	580.00
Dangerous Good -	325.00	490.00	535.00
Transhipment	350.00	525.00	585.00
Out of Gauge - Local	330.00	500.00	555.00
Out of Gauge — Transhipment	525.00	785.00	875.00
Out of Gauge - Dangerous	500.00	750.00	830.00
goods Local	350.00	525.00	585.00
Out of Gauge —Dangerous	330.00	500.00	555.00
goods	525.00	785.00	875.00
Transhipment	500.00	750.00	830.00
Open door — Local			
Open door — transhipment			
Open door for dangerous goods Local			
Open door dangerous goods — transhipment			

The above charges are inclusive of lashing/unLashing containers on-board vessels Handling charges for open door and open top containers shall be the same rate as handling rates for Out of Gauge containers with special yard storage requirement.

b) Container shifting Charges within vessel

Description of services	Per Container		
	Not Exceeding 20 feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length

Shifting of container within same bay or hatch			
Shifting of container from bay to bay or hatch to hatch	140.00 180.00 180.00	210.00 270.00 270.00	235.00 390.00 300.00
Land and reship of container			

c) Other Handling

i. Opening and Closing Hatch Covers

Opening hatch cover, placing from vessel to wharf, wharf to vessel and hatch to hatch

Per unit per move	RM 300.00

ii. Handling under deck based on non-cellular vessel calling PTP resulting in additional lashing requirements.

Per container	RM 50.00

iii. Change of door direction (request by vessel operator or vessel agent)

a. During vessel operation

Per container per move (All Sizes)	RM 75.00

b. After landing into Container Yard

Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
145.00	185.00	190.00

iv. Loading and Discharge of gearbox including positioning of cone bins

Per unit per move	RM 250.00

v. Additional charges for standby at crane due to factors within lines control

Per crane per 15 minutes slab commenced or part thereof	RM 500.00

Standard charges are levied due to twist locks not able to open, at instruction of vessel or vessel agent or any other factors due to vessel's control

vi. Reefer

Reefer container services such as supply of electricity, pre-trip inspection, connecting or disconnecting electricity supply on board vessel and at reefer yard, shall be charged as follows:

Description of Services	Per Container	
	Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length
Pre-trip inspection Connect or disconnecting electricity supply Reefer charges, per shift or part thereof	91.00 39.00 45.00	136.50 39.00 65.00

vii. Re-nomination

The following rates shall apply for the re-nomination of vessel/ change of POD for export and transhipment containers landed into the container yard

Per Container		
Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
65.00	97.50	1 10.50

viii. Change of Category

Change of container category, from either transhipment, import or export changes shall be as follows :

Per Container		
Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
90.00	125.00	135.00

ix. Shut-out containers

Charges for containers which have been received for export or transhipment and landed into the container yard, but which are subsequently cancelled for loading and/or released back to the vessel (or shipper) for re-delivery off the terminal exceeding cut off time, shall be as follows :

Per Container		
Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
230.00	345.00	390.00

x. Change of Status

Charges due to changes of container status (either laden to empty or empty to laden) as requested by the vessel or by the box operator, shall be as follows :

Per container	RM 130.00

xi. Flat Rack Container Bundling

Charges for the bundling of flat rack containers (max 4 units per bundle) are consolidated into a single charge and vice versa, shall be as follows: -

Per bundle of 4 units of flat rack containers	RM 1,000.00

3. ROLL-ON ROLL-OFF CHARGES

Any vehicles or Ro-Ro cargo on vehicles, which are loaded or unloaded using the vessels' ramp, are chargeable based on the following rates :

Type of cargo	Per tonnes
Ro-Ro cargo	RM 2.00
Type of vehicle	Per unit
Passenger car Station wagon / van Bus / lorry / truck, heavy machinery or others	RM 40.00 RM 80.00 RM 120.00

PART B

CHARGES FOR ACCOUNT OF SHIPPER OR CONSIGNEE

STORAGE CHARGES

a. Calculation of Total Storage Days

Total storage days are calculated based on a calendar day applied for each of the container status.

Container Category	Start Date	End Date
Transshipment	Container discharged from the vessel	Container loaded onto the vessel
Import	Container discharged from the vessel	Container gate out (via road or rail) from the terminal or to the designated terminal free zone area
Export	Container gate in (via road or rail) into the terminal or from the designated terminal free zone area	Container loaded onto the vessel

b. Charges for container lying in the port premise after prescribed free days are as follows:-

. Transhipment Containers

Storage period	Per Container		
	Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
For the first 14 days			Free
For the 15th day			35.00
From the 16th day and onwards (for each day)	15.00 30.00	30.00 60.00	70.00

ii. All permitted Dangerous Goods Containers — Transhipment

Storage Period	Per Container		
	Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length

For the first 3 days From the 4th day to the 14th day (for each day) From 1 5th day and onwards (for each day)	Free 30.00 60.00	Free 60.00 120.00	F ree 70.00 140.00

iii. Over-width and Over-height Containers - Transhipment

Storage for over-width and over-height containers shall be the same irrespective of the sizes of containers and the charges are as follows: -

Storage Period	Per container
For the first 14 days For the 15th day From 16th day and onwards (for each da	Free 35.00 70.00

v. Non-containerised Cargo — Transhipment

Status of Cargo	Open Yard	Shed
	per tonne	per tonne
For the first 14 days For the 1 5th day From 16th day and onwards for each da	F ree 35.00 5.00	70.00 10.00

v. Non-containerised Cargo — Transhipment, All Permitted Dangerous Goods

Status of Cargo	Open Yard	Shed
	per tonne	per tonne
For the first 3 days For the 4th day For the period after 4th day but not after the 14th day (for each day) From 1 5th dav and onwards for each dav	15.00 5.00 10.00	Free 30.00 10.00 20.00

vi. Laden Containers (Import or Export)

Storage period	Per Container

	Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
For the first 5 days For the 6th day to 1 2th day (for each day) For the 13th day to 26th day (for each day) From the 27th day and onwards (for each dav)	Free 5.00 15.00 30.00	Free 10.00 30.00 60.00	Free 15.00 35.00 70.00

vii. Empty Containers (Import or Export)

Storage period	Per Container		
	Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
For the first 3 days For the 4th day to 14th day (for each day) From the 15th day and onwards for each da	Free 5.00 10.00	Free 10.00 20.00	Free 12.00 24.00

viii. All permitted Dangerous Goods Container (Import or export)

Storage Period	Per Container		
	Up to 20 feet in length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
For the first 3 days From the 4th day to 14th day (for each day) From the 1 5th day and onwards (for each day)	30.00 60.00	60.00 120.00	Free 70.00 140.00

ix. Non-containerised Cargo

Status of Cargo	Open Yard	Shed
	per tonne	per tonne

Export For the first 5 days For the 6 th day For the period after 6th day but not after the 14th day (for each day) From the 15th day and onwards (for each da	Free 12.50 2.50 5.00	Free 25.00 5.00 10.00
Import For the first 3 days For the 4th day For the period after 4th day but not after the 14th day (for each day) From the 15th day and onwards (for each day)	Free 7.50 2.50 5.00	Free 15.00 5.00 10.00
Permitted Dangerous Goods For the first 3 days For the 4th day For the period after 4th day but not after the 14th day (for each day) From 1 5th day and onwards (for each day)	Free 15.00 5.00 10.00	30.00 10.00 20.00

xii. Over-width and over-height containers — import or export

Storage charges shall be the same irrespective of the size of containers

Storage Period	Per Container
For the first 5 days	Free
For the period after 6th day but not after the 14th day (for each day)	35.00
From the 15th day and onwards (for each day)	70.00

xi. Motor Vehicle

Storage period	Per unit per day
For the first 3 days For the 4 1h day For the period after 4th day but not after the 14th day (for each day) From the 1 5th day onwards (for each day)	Free 15.00 5.00 10.00

PART C

CHARGES FOR ACCOUNT OF VESSEL, SHIPPER OR CONSIGNEE

1 CHARGES FOR BREAK BULK CARGO HANDLING VIA CONTAINER VESSEL

a. Stevedore charges on cargo loaded and discharged at the wharf using port equipment are as follows:

Status of Cargo	Per tonne or part thereof
Import or Export Transhipment	45.00 39.00

b. Wharfage charge for cargo movement to and from yard from and to wharf and a single pick to the chassis or storage location

Status of Cargo	Per tonne or part thereof
Import or Export Transhipment	19.00 16.00

2. CHARGES FOR BREAK BULK CARGO HANDLING VIA CONVENTIONAL VESSEL

Type of services	Per tonne or part thereof
Wharfage Stevedore Service Cargo Handling	4.50 12.00 4.50

3. THROUGHPUT CHARGES (Use of Own Equipment)

Per tonne or part thereof	RM 4.50

4. LIFTING GEARS AND EQUIPMENT CHARGES

Per Activity	RM 1,000.00

5. LOW-BED CHARGES

Per 24 hours or part thereof	RM 1,000.00 per low-bed

6. ADDITIONAL WHARFAGE

For cargo loaded or discharged at the storage location to or from outside the terminal area — import or export

7 GENERAL SERVICES CHARGES

Charges to be levied upon request.

a. Port Police, Fire or Ambulance Personnel Services Charges

The rates for deployment of the fire and security personnel on standby or in service of extinguishing fire and preserving life and property in case of fire.

Port police, Fire or Ambulance Personnel	RM 32.50 per personnel per hour or part thereof

b. Fire, anti-pollution, salvage, rescue or marine emergency response services

Type of services	Per unit per hour or part thereof
Tugs (inside port limit)	5,200.00
Tugs (outside port limit)	15,600.00
Fire engine	1,000.00
Special materials and ancillary equipment	At cost plus 20% administration charges

c. Ambulance services, to be calculated from the time the ambulance leaves its base to the time it returns to its base

Per ambulance per hour or part thereof	RM 39.00

d. General Workers' services on all days, including Sundays and public holidays

Per worker per shift or part thereof	RM 130.00

e. Supply of water

The supply of water includes the administrative charges for supply of water from the port to the vessel: -

SUDDIV of water	
Not exceeding of 50,000 litres	650.00
Exceeding 50,000 litres	3.00 per 1,000 litres or part thereof

f. Passenger charges

Passenger charge will be raised for all embarkation or disembarkation including passenger in transit, as follows: -

Type of passenger	Per passenger
Adult	8.00
Children	4.00

g. Hire of telephone on board of a vessel

i.RM 25.00 per telephone per shift or part thereof

ii. Catl fees as charged by the company providing the telecommunication service, plus 20% of the fees for the administrative cost

h. Charges on Privately Operated Wharves and Anchorage Approved by Authority

This service charge is levied on all cargoes shipped or discharged including ship to ship transfer (STS) within the port.

Cargo shipped or discharged, including ship to ship cargo	RM 1.00 per tonne or part thereof

i.Provision and Ship Chandelling Activity

The charges for the use of the wharf area for ship chandelling activity, that is the provision of ship supplies, spare parts and lube oil (supply to vessel from vessel from land side)

Per activity and per type	RM 150.00

15.1 8. OTHER TERMINAL RELATED CHARGES

a. Knock down or raising of flat rack ends or pillars of fiat rack containers upon request of vessel operator or vessel agent

Per container	RM 70.00

b. Use of weighbridge

Per container per weighing	RM 7.50

c. Verified Gross Mass (VGM)

Item	Charge
Per Container Handling charge per container	2.50 40.00

d. Use of Wire Sling

Per Usage per container	RM 400.00

e. Seal check or affix at port area on request (not including yard movement)

Per container	RM 20.00

f. Opening door to container at port area upon request (not including yard movement)

Per container	RM 20.00

g. Additional charges for reefer related services.

Description of Services	Cost per container

Repair charges per worker per hour Downloading and retrieving data logs Reefer software upgrading Reefer hot work permit Checking reefer unit malfunction on board vessel Physical adjustment of reefer setting Evacuation with vacuum pump Brazing set for welding works Reefer sticker attachment Other reefer related service	84.50 42.25 42.25 26.00 84.50 26.00 26.00 65.00 10.35 26.00

h. Hire of mechanical equipment

Per quay crane per hour or part thereof	RM 9,000.00

i. Forklift with driver at a Safe Work Load of 3 tonnes

Per forklift	RM 200.00 for the first 2 hours or part thereof and RM 50.00 for every additional half an hour or part thereof

ii. Charge for quay gantry crane with driver.

i.Trailer heads or Chassis Parking at the designated area

Per unit per day	RM 13.00

j. Towing of unattended empty chassis

Per move per chassis	RM 150.00

k. Container Inspection or Survey

Per Container		
Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
240.00	310.00	330.00

l.Load On and / or Load Off (LOLO) of container

Per Container oer Lift		
Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
32.50	48.75	48.75

m. Rail handling charges to or from the rail container terminal and container yard

Per Container		
Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
105.00	160.00	175.00

n. Administrative charges for correcting undeclared cargo or erroneous declaration

Per Container	RM 20.00

(For example, undeclared dangerous goods details, incorrect reefer temperature setting erroneous port of discharge, amended container ISO details, container line ID changes, creations of Appointments and Truck Visit Appointments (TVA) and etc.)

o. Extra Movement or Container shifting charges within the container yard

Per Container er activit		
Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
91.00	136.50	149.50

p. Late Gate-In Charges

i. Where the FCL export container is delivered after the established cutoff time, with the prior approval from port, but before the arrival of the vessel, the following charges shall be payable:

Per Container		
Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
91.00	136.50	149.50

ii. Where a Full Container Load for export container arrived after the established cut off time with prior approval from the port and after the arrival of the vessel, the following charges shall apply:

Per Container		
Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
273.00	409.50	448.50

iii. Charges for Opening and Closing of Gate After Cut-off Time

	Per Container	RM 20.00

9. HEALTH, SAFETY, SECURITY, ENVIRONMENT RELATED SERVICES

a. Security escort services

Per request	RM 600.00 for the first 6 hours or part thereof and RM200 for every additional hour or part thereof

b. Securing of firearm from vessel in accordance with by-law 56 of the Johor port Authority (Tanjung Pelepas Port) By-Laws 2000 and keeping it in a strong-room or safe until vessels leaves the port

Per 24 hours or part thereof	RM 650.00

c. Issuance of dangerous goods class 1 permit

Per container per entry	RM 13.00

d. Supply of bath tub trailer

Per unit per 24 hours or part thereof	RM 1,000.00

e. Deployment of port police boat to conduct patrolling services within the port limit upon request.

Per request	RM 1,000.00 for 6 hours or part thereof)

f. Wild life response

Per request	RM 300.00 (excluding the use of fire engine)

e. Road tanker loading bunker into vessel at the wharf which shall be capped at not more than 50 tonnes, with maximum of two road tankers allowed for each supply

Item	
Wharfage charge	4.50 per metric tonne
Deployment of personnel from Emergency Response Team for monitoring and standby response	32.50 per personnel per hour or part thereof

e. Safety Induction Program

Per person (2-year validity period)	RM 50.00

i.Job Permit and Permit To Work application

Per application	RM 30.00

10. FREE ZONE AREA RELATED CHARGES

a. Chassis Detention

Detention Period	Per hour
0-12 hours Exceeding 12 hours but not exceeding 36 hours Exceeding 36 hours but not exceeding 72 hours Exceeding 72 hours and part thereof	5.00 per hour per chassis 10.00 per hour per chassis 250.00 per chassis per day or part thereof

Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
143.00	188.50	208.00

b. Warehouse Shunting, bay to bay within the same warehouse

Per move	RM 20.00

c. Stacker Rental

Per equipment per hour or part thereof	RM 455.00 (minimum usaae of 2 hours

11. INTER TERMINAL (ITT) MOVEMENT CHARGES WITHIN FREE ZONE AREA

a. Container movement between Terminal Container to Zone C

Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
91.00	136.50	156.00

b. Container movement between Terminal Container to Zone D

Not Exceeding 20 Feet in Length	Exceeding 20 feet but not exceeding 40 feet in length	Exceeding 40 feet in length
117.00	162.50	182.00

c. Container movement between Terminal Container to Zone E

12. PORT ENTRY APPLICATION CHARGES

Description of Charge	
INTAACS (HID) Card	60.00 per card
Yearly Renewal INTAACS (HID) Card	20.00 per card
Yearly Vehicle Entry Sticker	10.00 per sticker
Temporary Vehicle Entry Sticker	10.00 per sticker
Penalty for Missing Sticker	20.00 per sticker
Penalty for Missing INTAACS (HID) Card -(1 st Time)	100.00 per card
Penalty for Tyre Clam	50.00 per car
Daily Visitor Pass (24 hours)	FOC

APM TERMINALS Lifting Global Trade

APM Terminals MedPort Tangier

Standard Tariffs

applicable from 1st January 2022 until 31st December 2022

Transhipment Services	Euro
Quay move (Empty/Full, 20'/40'/45', Discharge/Load)	91.47
IMO Handling *	45.74
Restows Cell to Cell	56.86
Restows via quay per move	56.86
IMO Handling, restows cell to cell *	28.43
IMO Handling, restows via quay per move *	28.43
Hatch covers and Gear Boxes Handling	56.86
Electricity Supply for reefers	16.43
Plugging/Unplugging of reefers on board vessel	5.93
Reefer monitoring per unit per day excluding plug/unplug	2.84
Plugging/Unplugging of reefers, Transhipment	2.84
Download of reefer data logger	29.62
Storage per day per TEU, Full and Empties 1-3 Days	For free
Storage per day per TEU, Full and Empties 4-7 Days	2.96
Storage per day per TEU, Full and Empties >7 Days	5.93
Renominations: Change of category	18.59
Renominations: Change of vessel/voyage	24.88
Renominations: Change of destination	24.88
IMO Storage day after 2 days per TEU	127.95
IMO Storage day after 8 days per TEU	255.90
Measuring of non-declared OOG	41.47
Inter Terminal Transfer without truck	19.95
Weighing of containers	23.69
Container cleaning 20’	14.93
Container cleaning 40’	24.88
Special Handling using standard over gauge spreader / container	177.71
Special Handling using Wires, Chains… / container	444.28
IMO non- declared goods, poorly stowed, incorrectly packed: 1st infringement	1023.60
IMO non- declared goods, poorly stowed, incorrectly packed: subsequent infringement	3838.53

Classification: Internal

IMO Labels removing	7.59
IMO Labels applying – Transshipment per sticker	5.93
Mooring per call	146.35

*This premium (50% of normal handling cost) related to IMO (dangerous cargo) handling will be added to the applicable rates for container handling.

Remarks: - Additional services: any terms or services requested not covered by this appendix will need to be agreed between the parties before executing the request.

The volume (T/S, ITT, import/export, ….) to be treated by the terminal will require a separate agreement with the operation departments before going forward.

Import/Export Services	**Euro**
Quay move Import / Export Full/Empty 20’	60.11
Quay move Import / Export Full/Empty 40’/ 45’	68.26
IMO handling, Import / Export 20’ *	30.05
IMO handling Import / Export 40’ *	34.13
Reefer monitoring Import Export including plug/unplug	30.03
Plugging Unplugging onboard vessels Import Export	6.79
Storage, Import/Export, Empties,1-2 Days	For free
Storage, Import/Export, Empties,3-7 Days	0.85
Storage, Import/Export, Empties,>8 Days	2.25
Storage, Import/Export ,20’Dry Full,1-2 Days	For free
Storage, Import/Export ,20’Dry Full,3-7 Days	1.12
Storage, Import/Export ,20’ Dry Full, > 8 Days	3.04
Storage, Import/Export ,40’Dry & Reefer Full,1-2 Days	For free
Storage, Import/Export ,40’Dry & Reefer Full,3-7 Days	2.25
Storage, Import/Export ,40’Dry & Reefer Full,>8 Days	6.08
Measuring of non-declared OOG Import Export	33.52
Gate Move Out Import/In Export	17.51
Weighing Import Export per request	18.57
Special Handling Local (chains / OHF) Rate per container per hour	83.71
Container cleaning 20’	13.37
Container cleaning 40’	22.28
IMO Labels removing	6.79
IMO non- declared goods, poorly stowed, incorrectly packed: 1st infringement	1115.33
IMO non- declared goods, poorly stowed, incorrectly packed: subsequent infringement	4461.42
Knocking down ends of flats	11.14

Fitting Tarpaulins Per TEU	22.28
Shifting in Yard	44.66
Genset Plugging/Unplugging	27.91
Own Truck Gate Move (Rail Import/Export)	17.50
Container U turn to put doors in correct direction	16.65
Renominations: Change of category	16.65
Renominations: Change of vessel/voyage	22.28
Renominations: Change of destination	22.28

*This premium (50% of normal handling cost) related to IMO (dangerous cargo) handling will be added to the applicable rates for container handling.

Remarks: - Additional services: any terms or services requested not covered by this appendix will need to be agreed between the parties before executing the request.
The volume (T/S, ITT, import/export, ….) to be treated by the terminal will require a separate agreement with the operation departments before going forward.

Port of Salalah | ميناء صلالة

PORT OF SALALAH TARIFF- 2022

Effective from 01/01/2022

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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.

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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-

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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 thirdparty 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 ThirdParty 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 thirdparty 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	USD 130	USD 50	USD 52.5
60 -74.99 M	USD 130	USD 50	USD 63
75-99.99 M	USD 390	USD 50	USD 110.25
100-149.99 M	USD 650	USD 50	USD 157.5
150-169.99 M	USD 910	USD 75	USD 236.25
170-174.99 M	USD 910	USD 100	USD 315
175–184.99 M	USD 910	USD 100	USD 315
185-199.99 M	USD 910	USD 100	USD 315
200-249.99 M	Not permitted	USD 125	USD 393.75
250-299.99 M	Not permitted	USD 150	USD 472.25
300-349.99 M	Not permitted	USD 175	USD 551.25
>349.99 M	Not permitted	USD 200	USD 551.25

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	
DURATION	**Upto 12 hours or part thereof**	**After 12 hours per hour or part thereof**	**Upto 12 hours or part thereof**	**After 12 hours per hour or part thereof**	**Upto 12 hours or part thereof**	**After 12 hours per hour or part thereof**
UPTO 59.99M	USD 2475	USD 55	USD 2475	USD 55	USD 2598.75	USD 57.75
60 -74.99 M	USD 2475	USD 55	USD 2475	USD 55	USD 2598.75	USD 57.75
75-99.99 M	USD 2475	USD 55	USD 2475	USD 55	USD 2598.75	USD 57.75
100-149.99 M	USD 2475	USD 55	USD 2475	USD 55	USD 2598.75	USD 57.75
150-169.99 M	USD 3025	USD 66	USD 3025	USD 66	USD 3176.25	USD 69.3
170-174.99 M	USD 3025	USD 66	USD 3025	USD 66	USD 3176.25	USD 69.3
175–184.99 M	USD 3850	USD 77	USD 3850	USD 77	USD 4042.5	USD 80.85

185-199.99 M	USD 3850	USD 77	USD 3850	USD 77	USD 4042.5	USD 80.85
200-249.99 M	USD 4675	USD 100	USD 4675	USD 100	USD 4908.75	USD 105
250-299.99 M	USD 5775	USD 110	USD 5775	USD 110	USD 6063.75	USD 115.5
300-349.99 M	USD 8525	USD 140	USD 8525	USD 140	USD 8951.25	USD 147
350-399.99M	USD 11275	USD 165	USD 11275	USD 165	USD 11838	USD 173.25
From 400 M	USD 14000	USD 195	USD 14000	USD 195	USD 14700	USD 204.75

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

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	
DURATION	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	
DURATION	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

B.9. Dhows

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

B.10. Bunker barge:

Shifting charges:

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

Barge alongside at berth (after 12 hours alongside)

LOA	Per 24 hours or part thereof
Upto 150 M	USD 1300
150 – 200 M	USD 1800
Beyond 200 M	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
1	Charges for use of Cavotec mooring system per day or part thereof	8,000
2	Shore Tension mooring system per day or part thereof (for 4 Units)	6,000
3	Shore Tension mooring system per day or part thereof (for 2 Units)	4,000

NOTE:

- Use of Cavotec / Shore Tension is not mandatory for vessels and will be provided subject to availability.
- Charges shall be levied on non-container vessels if equipment is requested.
- Charges shall apply to Container vessels if the same is requested during non – operational stay.
- 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 ll Environmental Fee for all entities using the port. Wherever applicable part of the day will also be considered a full day

Type of Vessel	Rate in OMR
1. Non Cargo / Non-Operational Vessels At anchorage - for every 7 days **Non Cargo / Non-Operational Vessels At berth- every 7 days** Charge will not to be levied in case vessel has cargo operations in the same call. In the event that a vessel is at anchorage and at berth within the same 7-day charging period, only the Environmental Fee at berth shall be charged for the period.”	100.000 200.000
2. General Cargo vessels (other than liquid / gas tanker) and container vessels – per call	47.000
3. Tankers carrying cargo of POL and chemicals	60.000
4. Other liquid cargo vessels and gas tankers.	47.000
5. Liquid bulk cargo per Metric Ton loaded / discharged / transshipped (each time)	0.050
6. Naval vessels - per call (Omani Navy and ROP vessels are exempt)	100.000
7. Yachts and other pleasure crafts - per call	31.000
8. Cruise Vessels - per call	210.000
9. Launches / Dhows – per call	30.000

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

	Service	Rate in OMR
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	157.5
15	Additional mooring charges per move for berthing and unberthing of vessels using wire ropes	52.5
16	Charges for cancellation of Pre-Arrival notice	21.000
17	Removing of berth curbstones or safety barrier per curbstone	241.5

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

	Nature of Service provided	Rate in OMR
1.	First period: For the initial period of 28 days per GRT per 7 day or part thereof	0.525
2.	Second Period: For the second period of 14 days per GRT per 7 days or part thereof	0.787
3.	Third Period: For each subsequent period of 7 days or part thereof per GRT	1.050

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.

SECTION J - Other Boat Service Charges

	Nature of Service provided	Rate in OMR
1	**Vessel Calling for Cargo Operations**	
	Pilot Boat per service	400.00
	Tugboat per Service	800.00
2	**Vessel Calling for non-cargo operation**	
	Pilot Boat per service	600.00
	Tugboat per Service	1000.00
3	**Transfer of Spare parts, Stores by Tugboat to Anchorage (per hour or part of an hour)** Time to commence from the time the tug casts off from berth to the time the Tug is back to berth.	600.00
4	**Special Boat Transfer during Khareef** During monsoon "Khareef" the port will endeavor to provide special boat transfer services subject to weather conditions, whether outside or inside harbor. During the above period, the following consolidated rates shall apply:	
	Transfer of up to 5 persons (per trip)	1000.00
	Transfer of spares or provisions by Tugboat	1400.00
	The above rates include services of tugs and pilot if transfer takes place either inside or outside the harbor but excludes port dues. *In the case of vessels which cannot be safely brought into the harbor due to type of vessel, LOA, draft, etc. the port will attempt to carry out the transfer outside only which will be subject to weather condition*	
5	**Tug on standby when the vessel engine is immobilized tug per hour or part thereof** Tugs are not required to be alongside the vessel Mandatory during Khareef	200.00

SECTION K - Penalties for vessel deficiencies

		Rate in OMR

1	**Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence) – Per Incident.** *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*	100.000
2	**Non-functional critical navigation Equipment which affects safe berthing / un-berthing. (Charges per Movement for use of electronic navigational equipment.) – Per movement** *Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, Speed log will only be berthed / Unberthed using ports electronic navigational equipment*	100.000
3	**Charges for Failure to report critical equipment Deficiency in advance-Per movement.** *Berthing / Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.*	100.000
4	**Failure of mooring winches, windlass or capstan during berthing / unberthing operations – Per Equipment per failure** *Pilot detention charges will be in addition to this charge*	100.000
5	**Wrong declaration of draft which can jeopardize safety of vessel and Port.** *Assets – Per declaration* *In case of wrong declaration of arrival / departure draft.*	100.000
6	**Violations related to garbage, non-compliance of port regulations and guidelines related to – Per Incident**	100.000
7	**Anchor missing, Single Anchor Missing / anchor fluke damage – Per movement**	100.000

CHAPTER III - GENERAL CARGO TERMINAL TARIFF

SECTION A - Stevedoring Charges

All stevedoring within the Port of Salalah is undertaken by the Port Authority or their nominated Contractor. Rates include the supply of supervision, 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. *Project- cargo including building and factory structures*	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	**Wharfage**– 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) *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.*	3.500
9	Cargo discharged direct over side *Cargo discharged direct over side to barge or coaster or from ship to ship will incur the normal stevedoring charges plus 50% if Port labor is supplied in the barge or coaster.*	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 *Lifts over 50MT must be shipped direct*	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.

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
	General cargo per FRT (direct delivery) **Metal Scrap, per FRT (direct delivery)** **Vehicle, Mobile Mechanical equipment per unit** • *Includes all equipment and manpower.* • *No overtime will be charged separately even on public holidays*	2.200 3.300 25.000
	Indirect delivery to dhow (includes 14 days free storage) Demurrage charges applicable as per Section C below • *Inclusive of manpower and equipment for receiving cargo from trailer, storage, shifting to quay and loading on dhow.*	4.000

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 B - Quay Handling and Storage Charges

B.1. Imports

- The import service is receiving goods on or over quay from ship, sorting to bill of lading, storage if necessary, in a place determined by the Port Authority and tendering to delivery vehicle.
- It does not include sorting to sub-marks within a Bill of Lading for which additional charges will be rendered. The Port operates on in stack tally of cargo on receipt from vessel.
- All charges are per Freight ton unless otherwise specified and are subject to a minimum charges of 10 OMR 5.000 per bill of lading. Freight Ton will be determined by weight or measurement whichever is higher.

B.2. 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 Indirect delivery per FRT	 1.850 2.600
2	Foodstuff and medicine including animal feed. Direct delivery per FRT Indirect delivery per FRT	 0.865 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.

B.3. BULK CARGO

1. Bulk Cargo – Grain

		Rate in OMR
	The vessels agent and the importers are responsible, at their cost, to ensure that all safety measures are taken to protect the environment while discharging / loading bulk cargo. The vessel's agent or importer/exporter shall be responsible to arrange, at their cost, the equipment required for the operation.	0.800

2. All other Bulk Cargo

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.

		Rate in OMR

	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 (rate applicable for volumes in this slab only)	0.680

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.**
- **MOBILE HARBOR CRANE CHARGES / HIRE**
- **SHIP LOADER CHARGES / HIRE.**

Dry Bulk cargo remains inside the port area for a period for beyond 45 days will be subject to storage charged per month per square meter per plot as the following.

		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

3. Liquid Bulk Cargo

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

SECTION C - Demurrage (Import / Export)

Charge for Storage is subject to a minimum charge for 1 freight ton per Bill of lading. All charge are per freight ton unless otherwise specified.

	For the first 14 days after final discharge	**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 D - Re-marking / Labelling

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

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

SECTION E - Examination of Damaged Goods

Damaged / defective cargo can be examined, and certificate issued by the Port on request for a charge based on the hourly rates of Hire of personnel.

SECTION F - Auction

Consignments remaining in the Port in excess of the following periods will be subject to auction. Any cargo, for which the respective Port and Customs charges have not been paid will be considered frustrated and may be auctioned and sold by the Port of Salalah after the following time periods.

D-1 General Cargo:

a. *One Month for perishable general cargo*
b. *Three Months for non-perishable General Cargo*
c. *Six Months for Dry bulk cargo*

D-2 Containerized Cargo:

a. *One Month for Refrigerated Containerized Cargo and other cargo considered perishable*

	b. Three Months for all other Containerized Cargo

SECTION G - 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 H - Transshipment Cargo Transshipment cargo is charged as follows, Stevedoring and Handling charges included (Full Cycle)

VEHICLE	0-10 K UNITS	10 – 20K UNITS	20 - 30K UNITS	>30K UNITS
T/SHIPMENT		10 % DISCOUNT	20% DISCOUNT	30 % DISCOUNT
UPTO 1.5 METRIC TONS	USD 45.00	USD 40.50	USD 36.00	USD 31.50
1.5 TO 5 METRIC TONS	USD 50.00	USD 45.00	USD 40.00	USD 35.00
5 TO 15 METRIC TONS	USD 70.00	USD 63.00	USD 56.00	USD 49.00
OVER 15 METRIC TONS	USD 90.00	USD 81.00	USD 72.00	USD 63.00

- 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 I - RORO Cargo

** All charges are per unit unless otherwise specified

I.1. Discharging / Loading (Import / Export and transit)

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

		Rate in US
	f vessel uses Port tug Master (prime mover):	
	- Trailer up to 30’	40.00
	- Trailer above 30’	60.00
	f 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.

I.3. Vehicles and mechanical equipment:

		Rate in US
	Discharge	
	- Vehicles under 10 tons	25.00
	- Vehicles 10 tons & over and mobile mechanical equipment	40.00
	Loading	
	- Vehicles under 10 tons	32.00
	- Vehicles 10 tons & over and mobile mechanical equipment	54.00

I.4. Demurrage

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

		ate in USD
	- railer up to 30’	50
	- railers 30’ and over	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.

I.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**.

I.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%+5%	Cost+15%+5%	Cost+15%+5%	Cost+15%+5%
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.

I.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 J - 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 K - 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

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:

a. 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.

b. 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.

c. Break Bulk:

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

d. Cargo:

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

e. 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.

f. 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.

g. 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.

h. 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.

i. 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.

j. Freight Ton:

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

k. 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).

l. Length Overall:

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

m. 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.

n. Non-Cellular Vessel:

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

p. 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.

q. Port Area:

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

r. Public Holiday:

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

s. 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.

t. 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.

u. 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

	Up to 20 foot	40 foot	45 foot
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 unlashing charges for standard containers. Separate charges apply for OOG and break bulk cargo.
- Minimum billing of USD 5,000 per vessel call for total loading/unloading of Import, Export, restows and Transshipment containers. For the purpose of minimum billing only, the total handling charge accrued for that particular vessel call will considered. Common feeders are excluded from this requirement.

B.2. Loading / Discharging of Transshipment Containers

	Upto 20 foot	Over 20 foot
Loaded Containers	USD 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 unlashing charges.
- Minimum billing of USD 5,000 per vessel call for total loading/unloading of Import, Export, restows and Transshipment containers. For the purpose of minimum billing only, the total handling charge accrued for that particular vessel call will considered. Common feeders are excluded from this requirement.

B.3. Restows / Hatch Cover / Gear Box

	Rate in USD
Any Restow per container-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

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

TERMS & CONDITIONS:

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

B.5. Truck Loading / Unloading

	Rate in USD
For each loading or unloading	USD 25.00

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:

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

C.2. STORAGE

Thereafter storage charges apply as follows:

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

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

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

TERMS & CONDITIONS:

- For Import and Transshipment Containers, Free time commences on the day of discharge of the vessel, and demurrage charges stop on the day container leaves the port or is loaded on a vessel.
- For Export Containers, free time commences on the day the container entered the Port, and demurrage charges stop on the day container is loaded on the vessel.
- Storage charges for Over dimensional containers are thrice the above rates.
- Storage charges for Hazardous Cargo Containers ○ Storage for the first 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

		Up to 20 foot	Over 20 foot
1	Sweeping Containers	USD 15.00	USD 31.5
2	Washing Containers	USD 45.00	USD 94.5
3	Fitting or removing Tarpaulins	USD 25.00	USD 52.5
4	Unstuffing/(re)stuffing of cargo in Customs Inspection area (One stop shop services)	USD 60.00	USD 126
5	Knocking down ends of Flatbed Containers, per unit	USD 12.50	USD 13.125
6	Bundling Flatbed Containers, per bundle	USD 50.00	USD 52.5
7	Application/removal of placards, per placard	USD 7.50	USD 7.875
8	Cost of placard if provided by Port, per placard	USD 5.00	USD 5.25
9	Seal number checking at gate, per seal	USD 7.50	USD 7.875
10	Seal number checking in the yard or vessel side, per Seal	USD 25.00	USD 26.25
11	Seal fixing (customer provides seal), per seal	USD 7.50	USD 7.875
12	Measuring Over dimensional containers, per container	USD 50.00	USD 52.5
13	PTI (Pre Trip Inspection) for Reefer Containers (excluding cleaning & washing), per container	USD 50.00	USD 52.5
14	Retrieving Data from Data Logger, per container	USD 20.00	USD 21
15	Inspection of damaged / leaking boxes, per container	USD 200.00	USD 210.00
16	Inspection of reefer malfunction on board, per container	USD 157.5	USD 157.5
17	Inspection of dry containers per container	USD 26.25	USD 26.25
17	Physical Inspection of inbound Empty containers at gate (mandatory)	USD 5.25	USD 5.25

TERMS & CONDITIONS:

- The above rates are exclusive of any shifting(s) that may be required. Shifting charges will be charged separately as per Section B-8

SECTION G - Administrative Charges

		Rate in USD
1	Data Amendment, per container	USD 15.75
2	Re-nomination Charge, per container	USD 52.5
3	Document or printout issued at request of customer, per document	USD 26.25
4	Fine for Undeclared, wrongly declared, poorly stowed or incorrectly packaged:	
	- Hazardous Cargo Every Offence	USD 1050.00

	Over dimensional Containers Every Offence	USD 1050.00

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 dh

	All charges are in USD	**Upto 20 foot**	**Over 20 foot**
I - 1	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 or 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
Washing Military Cargo		
	20 Dry	USD 45.00
	40 Dry	USD 90.00
	20 Flat	USD 45.00
	40 Flat	USD 90.00
	Light Vehicle	USD 133.00
	Heavy Vehicle (Wheeled)	USD 145.00
	Heavy vehicle (tracked) <25MT	USD 145.00
	Heavy vehicle (tracked) >25MT	USD 145.00
	Quadcon/tricon (each)	USD 107.00
	ISU container	USD 107.00
	General cargo (pallet or MT)	USD 107.00
	Inop vehicle surcharge	USD 82.00
	Shifting Charges for Washing containers – per unit	USD 50.00

TERMS & CONDITIONS:

- Hire of personnel will be charged as per applicable tariff for cargo handling.
- Hirer shall be responsible for any damages to property or equipment.

SECTION B - Vessel Repairs (Under Normal conditions)

		Rate in USD

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

SECTION C - 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	2.100
A-2	Administration charges for fresh water supply shall be 25% of OMR 2.000 per ton.	0.525

- 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	0.063
B-2	Administration charges per unit	0.105

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)	37.008
C-2	Mandatory Skip charge for dhows / launch / yachts etc. dry docked for repairs (every 7 days of part thereof per vessel)	34.065

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	6.300

SECTION E - Port Entry Pass

	Type	Safety Induction course	Rate in OMR
Individual Entry Fee:			
	Daily	NA	0.525
	Weekly	NA	2.100
	Monthly	5.250	3.150
	3 Months	5.250	5.250
	6 Months	5.250	10.500

Note:

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

SECTION F - HSSE Charges

	Type	Rate in USD
1	Chemical Transport by Tank Trailer	USD 157.05
2	HSSE supervision X-stuffing, hazardous operation – per Hour	USD 262.05
3	HSSE supervision X-stuffing the Non-hazardous cargo – per hour	USD 210.00
4	Fire truck attendance required for the hazardous operations – per hour	USD 315.00
5	POS nurses accompany patient to hospitals - per trip	USD 105.00
6	Security Guard per hour	USD 33.06

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	USD 10.5
2	Shifting charges per barrier per move (including equipment and manpower for shifting and handling)	USD 26.25
3	Supply Fuel from Port fuel station to third party equipment working within port Area	International Cost + 10 %+5%

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.

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

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

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

Period	**Rate per Freight Ton per day or part thereof**
1 to 7 days	Free period

First period – 8th to 14th day	OMR 0.200
Second period 15th to 21st day	OMR 0.300
Third period – 22nd onwards	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
Truck bunkering	OMR 3000
Barge bunkering	OMR 5000
General bunkering activities	OMR 7000

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

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

CHAPTER VII - MANPOWER CHARGES

	Type	Rate in OMR
1	Gang Cost per Hour for all days (round the clock) except Government declared public holidays	27.000
2	Tally Clerk for all days (round the clock) except Government declared public holidays	7.00
3	Shifting cargo, lashing/unlashing, covering/uncovering hatches, collecting / laying dunnage, rigging gear, repacking on board and any other extra services rendering during loading or discharging will be charged as follows: Per gang per hour (or part thereof) subject to a minimum of 2 hours per shift for all days (round the clock) except Government declared public holidays	27.000
4	**Gangs kept Waiting.** *Per gang hour (or part thereof) subject to a minimum of 2 hours per shift – round the clock*	40.000

5	**Hire of personnel on board vessels other than in connection with normal stevedoring** • Per person per hour (or part thereof) subject to a minimum of 2 hours for all days (round the clock) except Government declared public holidays • Winch Man for all days (round the clock) except Government declared public holidays	7.00 7.00
6	**Gang cancellation charge** 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*

TERMINALES PORTUARIOS EUROANDINOS

TERMINALES PORTUARIOS EUROANDINOS	**TARIFARIO AL PUBLICO GENERAL**	**Versión N° 22** La descripción y alcance de los servicios incluidos en este tarifario se encuentran en el anexo del Reglamento de Tarifas y Precios de TPE Paita. Disponible en: https://puertopaita.com/wp-content/uploads/public/Tarifas/Anexo-Reglamento-Descripci%C3%B3n-y-Alcance-de-Servicios-TPE.pdf **Entrada en vigencia: 03 de octubre de 2022**

Tipo de Cambio refencial :	**4.10**

1. SERVICIO ESTANDAR

Item	Descripción del servicio	Tipo de operación	Tipo de carga	Unidad de medida	MUELLE ESPIGON Tarifa				NUEVO MUELLE DE CONTENEDORES Tarifa			
					US$	IGV US$	TOTAL US$	TOTAL S/.	US$	IGV US$	TOTAL US$	TOTAL S/.
1.1	Uso de amarradero (*)	Todos	Contenedor	US$/mLOA/hora								
			Carga General o Fraccionada Carga Rodante		0.82	Exonerado	0.82	3.36	1.40	Exonerado	1.40	5.74
			Carga Granel Sólido									
			Carga Granel Líquido									
1.2	Embarque / Descarga - Load / Discharge (*)	Embarque / Descarga	Contenedor	CNTR 20' Empty	176.51	Exonerado	176.51	723.69	166.45	Exonerado	166.45	682.45
				CNTR 40' Empty	266.61	Exonerado	266.61	1,093.10	225.74	Exonerado	225.74	925.53
				CNTR 20' Full	176.51	Exonerado	176.51	723.69	166.45	Exonerado	166.45	682.45
				CNTR 40' Full	266.61	Exonerado	266.61	1,093.10	225.74	Exonerado	225.74	925.53
1.3	Liner In-Out / Carga a bordo - Descarga de bordo / Handling / Manipuleo (*)	Transbordo	Contenedor	CNTR 20' Empty	199.39	Exonerado	199.39	817.50	166.45	Exonerado	166.45	682.45
				CNTR 40' Empty	301.17	Exonerado	301.17	1,234.80	225.74	Exonerado	225.74	925.53

				CNTR 20' Full CNTR 40' Full	199.39 301.17	Exonerado Exonerado	199.39 301.17	817.50 1,234.80	166.45 225.74	Exonerado Exonerado	166.45 225.74	682.45 925.53
1.4	Embarque / Descarga - Load / Discharge	Todas	Carga General o Fraccionada Carga Granel Sólido	US$/TM US$/TM	20.07 9.26	3.61 1.67	23.68 10.93	97.10 44.80	18.21 7.84	3.28 1.41	21.49 9.25	88.10 37.93
			Carga Granel	US$/TM	2.51	0.45	2.96	12.14	1.97	0.35		2.32

Líquido (*) Exoneración a sujetos no domiciliados conforme a las normas tributarias aplicables. **2. SERVICIOS ESPECIALES** 9.53

Item	Descripción del servicio	Tipo de operación	Tipo de carga	Unidad de medida	MUELLE ESPIGON				NUEVO MUELLE DE CONTENEDORES			
					Tarifa				Tarifa			
					US$	IGV US$	TOTAL US$	TOTAL S/.	US$	IGV US$	TOTAL US$	TOTAL S/.
2.1	**Servicios Especiales - Estiba**											
2.1.1	Movilización de carga a bordo (*)	En función a la nave	Contenedor	Contenedor	40.00	Exonerado	40.00	164.00	40.00	Exonerado	40.00	164.00
2.1.2	Movilización de carga vía muelle (*)	En función a la nave	Contenedor	Contenedor	80.00	Exonerado	80.00	328.00	80.00	Exonerado	80.00	328.00
		En función a la nave	Carga Rodante	TM	76.00	Exonerado	76.00	311.60	76.00	Exonerado	76.00	311.60
2.1.3	Movilización de carga vía patio (*)	En función a la nave	Contenedor	Contenedor	180.00	Exonerado	180.00	738.00	180.00	Exonerado	180.00	738.00
2.1.4	Embarque y Descarga de Generadores / Power packs y/o Isotanques	En función a la nave	Contenedor	Movimiento	200.00	36.00	236.00	967.60	200.00	36.00	236.00	967.60
2.1.5	Carga con sobrepeso / Manipuleo especial (mayor a límites de peso)	En función a la nave	Contenedor	Movimiento	200.00	36.00	236.00	967.60	200.00	36.00	236.00	967.60
2.1.6	Cambio de Spreader y/o suministro de equipos especiales para el manipuleo de carga OOG hacia/desde la nave	En función a la nave	Contenedor	Contenedor	100.00	18.00	118.00	483.80	100.00	18.00	118.00	483.80
2.1.7	Movilización de carga dentro de la misma bodega (*)	En función a la	Carga General o Fraccionada	TM	18.00	Exonerado	18.00	73.80	18.00	Exonerado	18.00	73.80

		nave										
2.1.8	Movilización de carga para otra bodega (*)	En función a la nave	Carga General o Fraccionada	TM	36.00	Exonerado	36.00	147.60	36.00	Exonerado	36.00	147.60
2.1.9	Movilización de carga para otra bodega vía muelle	En función a la nave	Carga General o Fraccionada	TM	36.00	6.48	42.48	174.17	36.00	6.48	42.48	174.17
2.1.10	Manipuleo en muelle carga estándar (hasta 3 Ton/pieza, 1 Ton=1 M3)	En función a la nave	Carga General o Fraccionada	TM	8.00	1.44	9.44	38.70	8.00	1.44	9.44	38.70
2.1.11	Movilización de carga dentro del mismo nivel de la Nave	En función a la nave	Carga Rodante	TM	40.00	7.20	47.20	193.52	40.00	7.20	47.20	193.52
2.1.12	Movilización de carga para otro nivel de la Nave	En función a la nave	Carga Rodante	TM	60.00	10.80	70.80	290.28	60.00	10.80	70.80	290.28
2.1.13	Movilización de carga dentro de la misma bodega	En función a la nave	Carga Granel Sólido	TM	5.82	1.05	6.87	28.16	5.82	1.05	6.87	28.16
2.1.14	Movilización de carga para otra bodega	En función a la nave	Carga Granel Sólido	TM	6.20	1.12	7.32	30.00	6.20	1.12	7.32	30.00
2.2	**Servicios Especiales - Otros**											
2.2.1	Apertura y cierre de tapas de las bodegas	En función a la nave	Contenedor	Movimiento	130.00	23.40	153.40	628.94	130.00	23.40	153.40	628.94
		En función a la nave	Carga Granel Sólido	Movimiento	130.00	23.40	153.40	628.94	130.00	23.40	153.40	628.94
2.2.2	Control PBIP operaciones no regulares	En función a la nave	Contenedor	Vehículo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
			Carga General o Fraccionada Carga Rodante	TM/Día Vehiculo	0.17 50.00	0.03 9.00	0.20 59.00	0.82 241.90	0.17 50.00	0.03 9.00	0.20 59.00	0.82 241.90
			Carga Granel Sólido	Vehiculo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
			Carga Granel Líquido	Vehiculo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90

2.2.3	Conexión / Desconexión a bordo (*)	En función a la nave	Contenedor	Contenedor	8.00	Exonerado	8.00	32.80	8.00	Exonerado	8.00	32.80
2.2.4	Uso de grúa móvil (*)	En función a la nave	Contenedor (Nota N°2)	Movimiento	30.00	Exonerado	30.00	123.00	30.00	Exonerado	30.00	123.00
		En función a la nave	Carga General o Fraccionada (Nota N°1)	Hora	500.00	Exonerado	500.00	2,050.00	500.00	Exonerado	500.00	2,050.00
		En función a la nave	CARGA SOBREDIMENSIONADA (Nota N°1)	Hora	1,000.00	Exonerado	1,000.00	4,100.00	1,000.00	Exonerado	1,000.00	4,100.00
		En función a la nave	Carga Granel Sólido (Nota N°1)	Hora	500.00	Exonerado	500.00	2,050.00	500.00	Exonerado	500.00	2,050.00
2.2.5	Lectura de parámetro de contenedor refrigerado con uso de medios electrónicos (DOWNLOAD) (*)	En función a la nave	Contenedor	Contenedor	10.00	Exonerado	10.00	41.00	10.00	Exonerado	10.00	41.00
2.2.6	Seteo de contenedores refrigerados	En función a la nave	Contenedor	Contenedor	30.00	5.40	35.40	145.14	30.00	5.40	35.40	145.14
2.2.7	Embarque y/o Descarga (liner in/out) a solicitud del usuario	Todos	Carga Rodante	US$/TM	44.09	7.94	52.03	213.31	42.23	7.60	49.83	204.31
2.2.8	Movilización de contenedores en naves que transportan carga general (shifting) Contenedor de 20´	En función a la nave	Contenedor	Movimiento	120.00	21.60	141.60	580.56	No aplica			
2.2.9	Movilización de contenedores en naves que transportan carga general (shifting) Contenedor de 40´	En función a la nave	Contenedor	Movimiento	150.00	27.00	177.00	725.70	No aplica			
2.2.10	Contratación de reserva de ventana de atraque garantizada	En función a la nave	Contenedor	Recalada	10,000.00	1,800.00	11,800.00	48,380.00	10,000.00	1,800.00	11,800.00	48,380.00
2.2.11	Verificar, documentar y reportar daños visibles a los contenedores en transito, de transbordo y reestiba incluyendo posibles fugas, derrames o posible daño al	En función a la nave	Contenedor	Contenedor	10.00	1.80	11.80	48.38	10.00	1.80	11.80	48.38
2.2.12	Paquete de servicios especiales relacionados a la estiba/desestiba (*)	En función a la nave	Contenedor	Contenedor	100.00	Exonerado	100.00	410.00	100.00	Exonerado	100.00	410.00

2.2.13	Contratación de reserva de ventana de atraque garantizada para naves de más de 300 metros de eslora	En función a la nave	Contenedor	Por metro de eslora por hora de atraque	5.00	0.90	5.90	24.19	5.00	0.90	5.90	24.19
2.2.14	Preparación de planos de estiba de acuerdo a instrucciones del operador de la nave, rehacerlo en caso de cambios solicitados por el comando de la nave y/o circunstancias especiales, coordinación de la secuencia de trabajo y provision del Bay Plany final de la nave en formato físico y/o electrónico (*)	En función a la nave	Contenedor	Recalada y por vez	500.00	Exonerado	500.00	2,050.00	500.00	Exonerado	500.00	2,050.00
2.2.15	Adecuación de los reportes de estiba, desestiba, movimiento de contenedores	En función a la nave	Contenedor	Por Cada Solicitud	15.00	2.70	17.70	72.57	15.00	2.70	17.70	72.57
2.2.16	Servicio especial de depósito temporal importación (*)	En función a la carga	Contenedor	Contenedor	60.00	Exonerado	60.00	246.00	60.00	Exonerado	60.00	246.00
2.2.17	Servicio especial de depósito temporal exportación	En función a la carga	Contenedor	Contenedor	60.00	10.80	70.80	290.28	60.00	10.80	70.80	290.28
2.2.18	Posicionamiento para gasificado de cargas refrigeradas de atmósfera controlada	En función a la nave	Contenedor	Contenedor	60.00	10.80	70.80	290.28	60.00	10.80	70.80	290.28
2.2.19	Posicionamiento para colocación de controladores de cargas refrigeradas de atmósfera modificada	En función a la nave	Contenedor	Contenedor	60.00	10.80	70.80	290.28	60.00	10.80	70.80	290.28
2.2.20	Movilización para inspección (*)	En función a la carga	Contenedor	Por ciclo completo	60.00	Exonerado	60.00	246.00	60.00	Exonerado	60.00	246.00
		En función a la carga	Carga General o Fraccionada	TM	5.00	Exonerado	5.00	20.50	5.00	Exonerado	5.00	20.50
		En función a la carga	Carga Rodante	TM	2.50	Exonerado	2.50	10.25	2.50	Exonerado	2.50	10.25
		En función a la carga	Carga Granel Sólido	TM	5.00	Exonerado	5.00	20.50	5.00	Exonerado	5.00	20.50
2.2.21	Movimientos extras en patio	En función a la carga	Contenedor	Movimiento	45.00	8.10	53.10	217.71	45.00	8.10	53.10	217.71
2.2.22	Verificación o colocación de sellos/precintos	En función a la carga	Contenedor	Contenedor	9.00	1.62	10.62	43.54	9.00	1.62	10.62	43.54
2.2.23	Remoción o colocación de etiquetas	En función a la carga	Contenedor	Contenedor	9.00	1.62	10.62	43.54	9.00	1.62	10.62	43.54

2.2.24	Pesaje adicional (no incluye movimiento extra)	En función a la carga	Contenedor	Contenedor	20.00	3.60	23.60	96.76	20.00	3.60	23.60	96.76
		En función a la carga	Carga Rodante	Unidad	20.00	3.60	23.60	96.76	20.00	3.60	23.60	96.76
		En función a la carga	Carga Granel Sólido	Camión	20.00	3.60	23.60	96.76	20.00	3.60	23.60	96.76
		En función a la carga	Carga Granel Líquido	Camión	20.00	3.60	23.60	96.76	20.00	3.60	23.60	96.76
		En función a la carga	Carga General o Fraccionada	Camión	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
2.2.25	Reconocimiento previo de la carga por solicitud del cliente	En función a la carga	Contenedor	Contenedor	100.00	18.00	118.00	483.80	100.00	18.00	118.00	483.80
2.2.26	Apertura del contenedor para retiro de carga parcial	En función a la carga	Contenedor	Contenedor	150.00	27.00	177.00	725.70	150.00	27.00	177.00	725.70
2.2.27	Apertura del contenedor para aforo sin manipuleo (*)	En función a la carga	Contenedor	Contenedor	20.00	Exonerado	20.00	82.00	20.00	Exonerado	20.00	82.00
2.2.28	Aforo con cuadrilla y/o servicio de cuadrilla (*)	En función a la carga	Contenedor	Contendor	100.00	Exonerado	100.00	410.00	100.00	Exonerado	100.00	410.00
2.2.29	Trasegado (*)	En función a la carga	Contenedor	Contenedor	200.00	Exonerado	200.00	820.00	200.00	Exonerado	200.00	820.00
2.2.30	Aforo con uso de montacargas (*)	En función a la carga	Contenedor	TEU	45.00	Exonerado	45.00	184.50	45.00	Exonerado	45.00	184.50
2.2.31	Manipuleo de contenedores OOG	En función a la carga	Contenedor	Contenedor	100.00	18.00	118.00	483.80	100.00	18.00	118.00	483.80
2.2.32	Desglose de mercadería de importación / exportación	En función a la carga	Contenedor	BL	30.00	5.40	35.40	145.14	30.00	5.40	35.40	145.14
2.2.33	Tarja electrónica	En función a la carga	Contenedor	Contenedor	1.80	0.32	2.12	8.71	1.80	0.32	2.12	8.71
		En función a la carga	Carga General o Fraccionada	BL	30.00	5.40	35.40	145.14	30.00	5.40	35.40	145.14
		En función a la carga	Carga Rodante	BL	30.00	5.40	35.40	145.14	30.00	5.40	35.40	145.14
		En función a la carga	Carga Granel Sólido	BL	30.00	5.40	35.40	145.14	30.00	5.40	35.40	145.14
		En función a la carga	Carga Granel Líquido	BL	30.00	5.40	35.40	145.14	30.00	5.40	35.40	145.14
2.2.34	Apertura y cierre de tapas de las bodegas (*)	En función a la nave	Carga General o Fraccionada	Movimiento	130.00	Exonerado	130.00	533.00	130.00	Exonerado	130.00	533.00
2.2.35	Uso de infraestructura - Embarque y Descarga - Carga General o Fraccionada Sobredimensionada (*)	En función a la nave	Carga General o Fraccionada	TM o M3 según corresponda	20.00	Exonerado	20.00	82.00	20.00	Exonerado	20.00	82.00
2.2.36	Manipuleo de cargas especiales o sobredimensionadas (*)	En función a la carga	Carga General o Fraccionada	TM	40.00	Exonerado	40.00	164.00	40.00	Exonerado	40.00	164.00
2.2.37	Servicios especiales de trabajo en frío	En función a la carga	Carga General o Fraccionada	TM	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
2.2.38	Personal para manteo de tolvas (*)	En función a la carga	Carga General o Fraccionada	Jornada	60.00	Exonerado	60.00	246.00	60.00	Exonerado	60.00	246.00
2.2.39	Manteo de camiones (*)	En función a la carga	Carga Granel Sólido	Camión	11.00	Exonerado	11.00	45.10	11.00	Exonerado	11.00	45.10

2.2.40	Otros equipos no especificados	En función a la carga	Carga Granel Sólido	Hora	300.00	54.00	354.00	1,451.40	300.00	54.00	354.00	1,451.40
2.2.41	Servicio de control de pesaje	En función a la carga	Carga Granel Sólido	Vehiculo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
		En función a la carga	Carga Granel Líquido	Vehiculo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
2.2.42	Servicio de consolidación de información de pesaje	En función a la carga	Carga Granel Sólido	Unidad	15.00	2.70	17.70	72.57	15.00	2.70	17.70	72.57
		En función a la carga	Carga Granel Líquido	Unidad	15.00	2.70	17.70	72.57	15.00	2.70	17.70	72.57
2.2.43	Servicios especiales de trabajo en frío	En función a la carga	Carga Granel Sólido	TM	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
2.2.44	Uso de barrera de contención	En función a la carga	Carga Granel Sólido	Día/Fracción	430.00	77.40	507.40	2,080.34	430.00	77.40	507.40	2,080.34
		En función a la carga	Carga Granel Líquido	Día/Fracción	430.00	77.40	507.40	2,080.34	430.00	77.40	507.40	2,080.34
(*) Exoneración a sujetos no domiciliados conforme a las normas tributarias aplicables.												
2.3	**Asistencia a Contenedores Refrigerados - Reefers**											
2.3.1	Suministro de energía	En función a la carga	Contenedor	Contenedor/Hr	2.50	0.45	2.95	12.10	2.50	0.45	2.95	12.10
2.3.2	Montar / Desmontar sistema "Clip On" en Reefers Gen Set	En función a la carga	Contenedor	Contenedor	18.00	3.24	21.24	87.08	18.00	3.24	21.24	87.08
2.3.3	Paquete refrigerado para contenedores de exportación	En función a la carga	Contenedor 40'	Contenedor 40'	165.60	29.81	195.41	801.17	165.60	29.81	195.41	801.17
2.4	**Tratamiento de Contingencia de Derrames**											
2.4.1	Movilización mediante uso de carreta de contención	En función a la nave	Contenedor	Contenedor	120.00	21.60	141.60	580.56	120.00	21.60	141.60	580.56
2.4.2	Uso de poza de contención de derrames u otra zona monitoreada y aislada de la operación	En función a la nave	Contenedor	Contenedor	120.00	21.60	141.60	580.56	120.00	21.60	141.60	580.56
Item	**Descripción del servicio**	**Tipo de operación**	**Tipo de carga**	**Unidad de medida**	**PATIO 01**				**PATIO 02**			
					US$	**Tarifa**		**TOTAL S/.**	**US$**	**Tarifa**		**TOTAL S/.**
2.5	**Almacenaje de Contenedores Vacíos**					**IGV US$TOTAL US$**				**IGV US$TOTAL US$**		

2.5.1	Primeros 2 días (Incluido en los servicios estándar)	En función a la carga	Contenedor	TEU/Día	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.5.2	Del día 3 al día 8	En función a la carga	Contenedor	TEU/Día	8.00	1.44	9.44	38.70	8.00	1.44	9.44	38.70
2.5.3	Del día 9 al día 15	En función a la carga	Contenedor	TEU/Día	10.00	1.80	11.80	48.38	10.00	1.80	11.80	48.38
2.5.4	Del día 16 en adelante	En función a la carga	Contenedor	TEU/Día	15.00	2.70	17.70	72.57	15.00	2.70	17.70	72.57
2.6	**Almacenaje de Contenedores de Transbordo**											
2.6.1	Primeros 2 días (Incluido en el servicios estándar)	En función a la carga	Contenedor	TEU/Día	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.6.2	Del día 3 al día 15	En función a la carga	Contenedor	TEU/Día	10.00	1.80	11.80	48.38	10.00	1.80	11.80	48.38
2.6.3	Del día 16 en adelante	En función a la carga	Contenedor	TEU/Día	15.00	2.70	17.70	72.57	15.00	2.70	17.70	72.57
2.7	**Almacenaje de Contenedores de Exportación**											
2.7.1	Primeros 2 días (Incluido en el servicios estándar)	En función a la carga	Contenedor	TEU/Día	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.7.2	Del día 3 al día 10	En función a la carga	Contenedor	TEU/Día	8.00	1.44	9.44	38.70	8.00	1.44	9.44	38.70
2.7.3	Del día 11 al día 15	En función a la carga	Contenedor	TEU/Día	10.00	1.80	11.80	48.38	10.00	1.80	11.80	48.38
2.7.4	Del día 16 en adelante	En función a la carga	Contenedor	TEU/Día	15.00	2.70	17.70	72.57	15.00	2.70	17.70	72.57
2.8	**Almacenaje de Contenedores de Importación**											
2.8.1	Primeros 2 días (Incluido en el servicios estándar)	En función a la carga	Contenedor	TEU/Día	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.8.2	Del día 3 al día 10	En función a la carga	Contenedor	TEU/Día	3.00	0.54	3.54	14.51	3.00	0.54	3.54	14.51
2.8.3	Del día 11 al día 15	En función a la carga	Contenedor	TEU/Día	5.00	0.90	5.90	24.19	5.00	0.90	5.90	24.19
2.8.4	Del día 16 en adelante	En función a la carga	Contenedor	TEU/Día	15.00	2.70	17.70	72.57	15.00	2.70	17.70	72.57
2.9	**Almacenaje de Carga Fraccionada**											
2.9.1	Primeros 2 días (Incluido en los servicios estándar)	En función a la carga	Carga General o Fraccionada	TM/Día	0.00				0.00			
2.9.2	Del día 3 al día 8	En función a la carga	Carga General o Fraccionada	TM/Día	0.17	0.03	0.20	0.82	0.17	0.03	0.20	0.82

2.9.3	Del día 9 al día 15	En función a la carga	Carga General o Fraccionada	TM/Día	0.34	0.06	0.40	1.64	0.34	0.06	0.40	1.64
2.9.4	Del día 16 en adelante	En función a la carga	Carga General o Fraccionada	TM/Día	0.65	0.12	0.77	3.14	0.65	0.12	0.77	3.14
2.10	**Almacenaje de Carga Rodante**											
2.10.1	Del día 0 al día 8	En función a la carga	Carga Rodante	TM/Día	2.50	0.45	2.95	12.10	2.50	0.45	2.95	12.10
2.10.2	Del día 9 al día 15	En función a la carga	Carga Rodante	TM/Día	5.00	0.90	5.90	24.19	5.00	0.90	5.90	24.19
2.10.3	Del día 16 en adelante	En función a la carga	Carga Rodante	TM/Día	10.00	1.80	11.80	48.38	10.00	1.80	11.80	48.38
2.11	**Almacenaje Carga de Proyectos - Carga Fraccionada o Rodante**											
2.11.1	Primeros 2 días (Incluido en el servicio estándar)	En función a la carga	Carga General o Fraccionada	TM/Día o M3/Día	0.00				0.00			
2.11.2	Del día 3 en adelante	En función a la carga	Carga General o Fraccionada	TM/Día o M3/Día	5.00	0.90	5.90	24.19	15.00	2.70	17.70	72.57
2.11.3	Primeros 2 días (Incluido en el servicio estándar)	En función a la carga	Carga Rodante	TM/Día o M3/Día	0.00				0.00			
2.11.4	Del día 3 en adelante	En función a la carga	Carga Rodante	TM/Día o M3/Día	5.00	0.90	5.90	24.19	15.00	2.70	17.70	72.57
2.12	**Alquiler de Equipos en Patio**											
2.12.1	Porta contenedores	En función a la carga	Contenedor	Hora	200.00	36.00	236.00	967.60	200.00	36.00	236.00	967.60
		En función a la carga	Carga General o Fraccionada	Hora	200.00	36.00	236.00	967.60	200.00	36.00	236.00	967.60
		En función a la carga	Carga Rodante	Hora	200.00	36.00	236.00	967.60	200.00	36.00	236.00	967.60
2.12.2	Spreaders	En función a la carga	Contenedor	Jornada	100.00	18.00	118.00	483.80	100.00	18.00	118.00	483.80
		En función a la carga	Carga General o Fraccionada	Jornada	100.00	18.00	118.00	483.80	100.00	18.00	118.00	483.80
		En función a la carga	Carga Rodante	Jornada	100.00	18.00	118.00	483.80	100.00	18.00	118.00	483.80

2.12.3	Montacarga	En función a la carga	Contenedor	Hora	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
		En función a la carga	Carga General o Fraccionada	Hora	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
		En función a la carga	Carga Rodante	Hora	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
2.12.4	Otros equipos no especificados	En función a la carga	Contenedor	Hora	300.00	54.00	354.00	1,451.40	300.00	54.00	354.00	1,451.40
		En función a la carga	Carga General o Fraccionada	Hora	300.00	54.00	354.00	1,451.40	300.00	54.00	354.00	1,451.40
		En función a la carga	Carga Rodante	Hora	300.00	54.00	354.00	1,451.40	300.00	54.00	354.00	1,451.40
2.12.5	Servicio de control de pesaje	En función a la carga	Contenedor	Vehículo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
		En función a la carga	Carga General o Fraccionada	Vehículo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
		En función a la carga	Carga Rodante	Vehículo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
2.12.6	Servicio de consolidación de información de pesaje	En función a la carga	Contenedor	Unidad	20.00	3.60	23.60	96.76	20.00	3.60	23.60	96.76
		En función a la carga	Carga General o Fraccionada	Unidad	20.00	3.60	23.60	96.76	20.00	3.60	23.60	96.76
2.12.7	Uso de grúa móvil en recinto portuario	En función a la carga	Contenedor	Hora (N1)	500.00	90.00	590.00	2,419.00	500.00	90.00	590.00	2,419.00
		En función a la carga	Carga General o Fraccionada	Hora (N1)	500.00	90.00	590.00	2,419.00	500.00	90.00	590.00	2,419.00
		En función a la carga	Carga Rodante	Hora (N1)	500.00	90.00	590.00	2,419.00	500.00	90.00	590.00	2,419.00
2.12.8	Asignación y seteo de contenedor refrigerado	En función a la carga	Contenedor	Contenedor	30.00	5.40	35.40	145.14	30.00	5.40	35.40	145.14
2.12.9	Uso de barrera de contención	En función a la carga	Contenedor	Día/Fracción	430.00	77.40	507.40	2,080.34	430.00	77.40	507.40	2,080.34
		En función a la carga	Carga General o Fraccionada	Día/Fracción	430.00	77.40	507.40	2,080.34	430.00	77.40	507.40	2,080.34
		En función a la carga	Carga Rodante	Día/Fracción	430.00	77.40	507.40	2,080.34	430.00	77.40	507.40	2,080.34
2.12.10	Uso de poza de contención para control de derrame de líquidos	En función a la carga	Contenedor	Por vez	1,500.00	270.00	1,770.00	7,257.00	1,500.00	270.00	1,770.00	7,257.00
2.12.11	Permanencia de mercancía en poza de contención	En función a la carga	Contenedor	Día o fracción	150.00	27.00	177.00	725.70	150.00	27.00	177.00	725.70

2.12.12	Disposicón final de residuos	En función a la carga	Contenedor	Contenedor	500.00	90.00	590.00	2,419.00	500.00	90.00	590.00	2,419.00
2.12.13	Aforo con cuadrilla	En función a la carga	Carga General o Fraccionada	TM	5.00	0.90	5.90	24.19	5.00	0.90	5.90	24.19
2.12.14	Cuadrilla adicional	En función a la nave	Contenedor	Cuadrilla/hr o fracción	300.00	54.00	354.00	1,451.40	300.00	54.00	354.00	1,451.40
		En función a la nave	Carga General o Fraccionada		300.00	54.00	354.00	1,451.40	300.00	54.00	354.00	1,451.40
		En función a la nave	Carga Rodante		300.00	54.00	354.00	1,451.40	300.00	54.00	354.00	1,451.40
		En función a la nave	Carga Granel Sólido		300.00	54.00	354.00	1,451.40	300.00	54.00	354.00	1,451.40
		En función a la nave	Carga Granel Líquido		300.00	54.00	354.00	1,451.40	300.00	54.00	354.00	1,451.40
2.12.15	Inspección de motor de contenedor vacío	En función a la carga	Contenedor	Contenedor	25.00	4.50	29.50	120.95	25.00	4.50	29.50	120.95
2.12.16	Servicio de gasificado de contenedores											
2.12.16.1	Inyección de gases (Dióxido de carbono o nitrógeno) a contenedores cefrigerados	En función a la nave	Contenedor	Contenedor	60.00	10.80	70.80	290.28	60.00	10.80	70.80	290.28
2.12.16.2	Provisión de gas nitrógeno a contenedores refrigerados	En función a la nave	Contenedor	Contenedor	380.00	68.40	448.40	1,838.44	380.00	68.40	448.40	1,838.44
2.12.16.3	Provisión de gas dióxido de carbono a contenedores refrigerados	En función a la nave	Contenedor	Contenedor	45.00	8.10	53.10	217.71	45.00	8.10	53.10	217.71

2.12.16.4	Paquete de servicio de gasificado total de contenedores refrigerados con inyección de dióxido de carbono (*)	Todos	Contenedor	Contenedor	181.00	32.58	213.58	875.68	181.00	32.58	213.58	875.68
2.12.16.5	Paquete de servicio de gasificado total de contenedores refrigerados con inyección de dióxido de carbono y nitrógeno (*)	Todos	Contenedor	Contenedor	390.00	70.20	460.20	1,886.82	390.00	70.20	460.20	1,886.82
(*) Servicios de paquetes permanentes												
Nota	N1: Aplica con un mínimo de 4 horas por equipo.											
	N2: Aplica con 80 movimientos como minimo por equipo.											
								Tarifa				
Item	**Descripcion del servicio**			**Unidad de medida**	**US$**	**IGV US$**	**TOTAL US$**	**TOTAL S/.**	**US$**	**IGV US$**	**TOTAL US$**	**TOTAL S/.**
2.13	**Servicios de Abastecimiento de Combustible a las Naves - Bunkers y Servicios de Retiro de Residuos Oleosos**											
2.13.1	Servicio de control de camiones cisterna de abastecimiento de combustible y retiro de residuos oleosos - Servicio de seguridad especial + Servicios de gate + Control ISPS			Camión	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
2.13.2	Uso de barrera de contención			Día/Fracción	430.00	77.40	507.40	2,080.34	430.00	77.40	507.40	2,080.34
2.13.3	Control PBIP operaciones no regulares			Vehículo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
2.14	**Tratamiento de Contingencia de Derrames**				1,500.00			7,257.00	1,500.00			7,257.00
2.14.1	Lavado simple de poza de contención de derrames y carreta de cotención			Por vez	2,000.00	270.00	1,770.00	9,676.00	2,000.00	270.00	1,770.00	9,676.00
2.14.2	Limpieza especial de poza de contención de derrames y carreta de contención con productos peligrosos, tóxicos, nocivos a la salud y o el ambiente			Por vez		360.00	2,360.00			360.00	2,360.00	
2.15	**Servicio a Pasajeros Turista**				5.00			5.00	24.19			24.19
2.15.1	Por persona			Unidad		0.90				0.90		
2.15.2	Por automóvil			Unidad	10.00	1.80	5.90	48.38	10.00	1.80	5.90	48.38
							11.80				11.80	
2.15.3	Por ómnibus, por microbus			Unidad		9.00				9.00		
2.15.4	Control PBIP operaciones no regulares			Vehículo	50.00	9.00	59.00	241.90	50.00	9.00	59.00	241.90
					50.00		59.00	241.90	50.00		59.00	241.90

2.16	**Provisión de Agentes de Protección Portuaria (APP)**	Turno/APP		15.30				15.30		
2.17	**Servicio por Clasificación IMO**		85.00		100.30	411.23	85.00		100.30	411.23
					50%				50%	
2.17.1	Carga general o	Actividad			50%				50%	
2.17.2	fraccionada Carga rodante	Actividad								
2.17.3	Carga granel sólido	Actividad			50%				50%	
2.17.4	Carga granel líquido	Actividad			100%				100%	
2.18 2.19	**Anulación o Cambio de Factura**	Factura		2.16				2.16		
	Emisión de Expedientes a la Aduana	Expediente	12.00	4.50	14.16	58.06	12.00	4.50	14.16	58.06
					29.50	120.95			29.50	120.95
			25.00				25.00			
2.20	**Servicio de Segregación en zona especial de Carga Peligrosa**									
2.20.1	IMO-DG CLASE 1: Explosivos, divisiones del 1.1 al 1.6. (Estas cargas NO se almacenaran en TPE)	TEU		45.00				45.00		
			250.00		295.00	1,209.50	250.00		295.00	1,209.50
2.20.2	IMO-DG CLASE 2: Gases inflamables	TEU		18.00				18.00		
2.20.3	IMO-DG CLASE 3: Líquidos inflamables. División (3.1) De baja temperatura de inflamabilidad.	TEU	100.00	45.00	118.00	483.80	100.00	45.00	118.00	483.80
			250.00		295.00	1,209.50	250.00		295.00	1,209.50
2.20.4	IMO-DG CLASE 4: Solidos Inflamables. Divisiones: (4.1) Reacción espontánea	TEU		18.00				18.00		
2.20.5	IMO-DG CLASE 5.1: Sustancias oxidantes	TEU	100.00	18.00	118.00	483.80	100.00	18.00	118.00	483.80
			100.00		118.00	483.80	100.00		118.00	483.80
2.20.6	IMO-DG CLASE 5.2: Peróxidos orgánicos. Sujeto a normas legales y procedimientos	TEU		45.00				45.00		
			250.00		295.00	1,209.50	250.00		295.00	1,209.50
2.20.7	IMO-DG CLASE 6.1: Tetra etilo de plomo	TEU		18.00				18.00		
			100.00		118.00	483.80	100.00		118.00	483.80
2.20.8	IMO-DG CLASE 6.2: Sustancias infecciosas. Sujeto a normas legales y procedimientos	TEU		27.00				27.00		
			150.00		177.00	725.70	150.00		177.00	725.70
2.20.9	IMO-DG CLASE 7: Material radioactivo. Sujeto a normas legales y procedimientos	TEU		45.00				45.00		
			250.00		295.00	1,209.50	250.00		295.00	1,209.50
2.20.10	IMO-DG CLASE 8: Sustancias corrosivas / hidróxido de sodio	TEU		18.00				18.00		
			100.00		118.00	483.80	100.00		118.00	483.80
3. RECARGOS										
Item	**Descripción del servicio**	**Unidad de medida**	**Tarifa**							
			US$			**TOTAL S/.**	**US$**			**TOTAL S/.**
3.1	**Recargos Aplicables a la Nave**			**IGV US$**	**TOTAL US$**			**IGV US$**	**TOTAL US$**	

3.1.1	Por no liberar el amarradero	Hora	600.00	108.00	708.00	2,902.80	600.00	108.00	708.00	2,902.80
3.1.2 3.1.3	Por compensacion de cuadrilla no utilizada (*) Por cambio de sitio o banda de atraque de la nave	Cuadrilla/hr o fracción Por maniobra	300.00 200.00	Exonerado 36.00	300.00 236.00	1,230.00 967.60	300.00 200.00	Exonerado 36.00	300.00 236.00	1,230.00 967.60
3.1.4 **3.2**	Apertura y cierre de twistlocks sobre y bajo cubierta con material defectuoso provisto por el armador **Recargos aplicables a la carga**	Contenedor	10.00	1.80	11.80	10.00	48.38	1.80	11.80	48.38
3.2.1	Cancelacion de embarque (*)	Contenedor	45.00	Exonerado	45.00	184.50	45.00	Exonerado	45.00	184.50
3.2.2 **3.3**	Por cambio de condicion de la carga (*) **Recargo por arribo tardío de la carga**	Contenedor	45.00	Exonerado	45.00	45.00	184.50	Exonerado	45.00	184.50
3.3.1	Contenedores (*)	Contenedor	100.00	Exonerado	100.00	410.00	100.00	Exonerado	100.00	410.00
3.3.2 3.3.3	Carga general o fraccionada (*) Carga rodante (*)	TM Unidad	3.00 100.00	Exonerado Exonerado	3.00 100.00	12.30 410.00	3.00 100.00	Exonerado Exonerado	3.00 100.00	12.30 410.00

(*) Exoneración a sujetos no domiciliados conforme a las normas tributarias aplicables.

4. PROMOCIONES Y DESCUENTOS

SERVICIO A LA CARGA			
4.1	Almacenaje libre 7 días para contenedores de exportación del tipo estándar y reefer para carga de ingreso directo (aplicable sobre el servicio 2.7.2)		
* Promoción vigente hasta 31/03/2023			
4.2	Almacenaje libre 15 días para contenedores de transbordo estándar y reefer (aplicable sobre el servicio 2.6.2)		
* Promoción vigente hasta 31/12/2022			
4.3 Servicio de depósito temporal exportación (aplicable sobre el servicio 2.2.17) *Descuento vigente hasta el 30/09/2022		**Tipo de carga** Contenedor	**Descuento** Hasta 100%
*Descuento vigente desde el 01/10/2022 hasta el 31/03/2023		Contenedor	Hasta 90%
Consideraciones para el presente Tarifario:			
- Las tarifas y precios detallados en este tarifario se le adicionan los Impuestos vigentes de acuerdo a la Ley del Impuesto General a las Ventas e Impuesto Selectivo al Consumo, Decreto Legislativo Nº 821 y Decreto Supremo N° 055-99-EF y su ultima modificatoria mediante Ley 29666. De igual forma aplica lo establecido por la Ley 29646, Ley de Fomento al Comercio Exterior de Servicios.			
- El tipo de cambio referencial es S/. 4.10			

DP WORLD
PORTS & TERMINALS
CALLAO

DP World Callao S.R.L.

TARIFARIO AL PÚBLICO GENERAL

(Vigente a partir del inicio de la Explotación)

Ítem	Nombre y Descripción del Servicio	Unidad de Medida	Tarifa					
Sección 1	**Servicios Estándar (Regulados)**		**USD ($)***	**IGV**	**Total**	**USD ($)***	**IGV**	**Total**
1.1	**Uso o alquiler de amarradero (n1)**	Eslora Total (m) x Horas Ventana	$0.681	Exonerado	$0.681			
(n1): Incluye amarre y desamarre. La longitud total de la nave a ser confirmada por su 'International Tonnage Certificate'. El uso de amarradero a contar desde la recepción de la primera espía de la nave hacia la bita, hasta el desamarre de la última espía antes del zarpe.								
1.2	**Embarque y Descarga**		**20 Pies**			**40 Pies**		
1.2.1	Embarque o Descarga de Contenedores Llenos (n2)	Por Contenedor	$108.20	$19.48	$127.68	$184.50	$33.21	$217.71
1.2.2	Embarque o Descarga de Contenedores Vacíos (n2)	Por Contenedor	$52.69	Exonerado	$52.69	$103.66	Exonerado	$103.66
1.2.3	Transbordo de Contenedores dentro del Terminal (Llenos o Vacíos) - Ciclo Completo (n3)	Por Contenedor Ciclo Completo	$57.14	Exonerado	$57.14	$81.93	Exonerado	$81.93
(n2): Monto regulado según contrato de concesión. Tarifa cobrada al Usuario. Incluye únicamente un máximo de 48 horas de Uso de Área Operativa.								
(n3): Contenedores de transbordo son los que arriban y zarpan en naves que operan en DPW Callao. Incluye máximo 48 horas de uso de área operativa. Los contenedores de transbordo inter-terminales se facturan de acuerdo a la tarifa 2.7.1 (Tarifas se aplican por contenedor y no por ciclo)								
Sección 2	**Servicios Especiales (No Regulados) – Operadores de Naves**		**USD ($)***	**IGV**	**Total**	**USD ($)***	**IGV**	**Total**
2.1	**Re-Estibas (Movilización de Contenedores entre bodegas de la nave)**		**20 Pies**			**40 Pies**		
2.1.1	Re-Estibas contenedor estándar - misma Bodega	Por Contenedor	$154.15	Exonerado	$154.15	$308.30	Exonerado	$308.30
2.1.2	Re-Estibas contenedor estándar - Bodega a Bodega - Vía Muelle (4)	Por Contenedor	$308.30	Exonerado	$308.30	$616.60	Exonerado	$616.60
(n4): Cuando las re-estibas requieren transferencia a patio debido a la naturaleza de la carga (refrigerada, peligrosa, sobredimensionada) o por exceso (máx. 4 cntrs por bodega a la vez), el Operador informará al agente de la Línea que la operación se llevará a cabo vía patio, en cuyo caso aplicarán movimientos adicionales en patio. En cuando sea posible, dicha comunicación se llevará a cabo antes del comienzo de operaciones. Movimientos adicionales serán facturados de acuerdo al tarifario al público general.								
2.2	**Naves no Celulares**		**20 Pies**			**40 Pies**		
2.2.1	Cargo por Embarque o Descarga de bodegas de Naves no Celulares (n5)	Por Movimiento	$54.40	Exonerado	$54.40	$76.20	Exonerado	$76.20
(n5): Incluye el suminstro de equipos especiales y/o personal para enganche y desenganche, y productividad reducida debido a la falta de guías de bodega.								

2.3	Otros Servicios Especiales		20 Pies			40 Pies		
2.3.1	Embarque y Descarga de Generadores /'Power-packs'/ y/o Isotanques	Por Movimiento	Se aplicará 1.2.1 y 1.2.2			Se aplicará 1.2.1 y 1.2.2		
2.3.2	Carga con Sobrepeso / Manipuleo especial (mayor a límites de peso o dimensiones estándar OOG (SWL))	Por Movimiento	Por Cotización			Por Cotización		
2.3.3	Movilización de tapas de bodega - Escotillas	Por Ciclo	$320.00	Exonerado	$294.00			
2.3.4	Cargo por hora hombre no utilizada (n6)	Por Cuadrilla hora	$435.00	Exonerado	$435.00			
2.3.5.1	Contratación de Reserva de Ventana de Atraque Garantizada para naves de menos de o hasta 300 metros de eslora	Por recalada	$10,875.00	Exonerado	$10,875.00			
2.3.5.2	Contratación de Reserva de Ventana de Atraque Garantizada para naves de más de 300 metros de eslora	Por metro de eslora en exceso de 300m, por hora de atraque.	$5.45	Exonerado	$5.45			
2.3.6	Uso del Amarradero – Penalidad por no liberar el amarradero más allá del tiempo otorgado cuando esta demora perjudique a un usuario con ventana contigua.	Por turno de 8 horas	$5,440.00	Exonerado	$5,440.00			
2.3.7	Procesamiento y transmisión de nota de tarja	Por tarja	$10.90	$1.96	$12.86			
(n6): Cuando se dispone los recursos necesarios para el trabajo de acuerdo al plan de operaciones y estos se cancelan debido a información tardía de la nave, el cliente será responsable por el costo de dichos recursos (la tarifa especificada) por hora de uso de grúa (o por parte de una hora). Cuando el trabajo es detenido debido a un evento o acontecimiento dentro del control del cliente o debido a una falla en la nave y las cuadrillas del operador son impedidas de ser empleadas en el trabajo de la nave, aplica la misma responsabilidad.								
2.4	Uso de Área Operativa – Contenedores Vacíos							
2.4.1	Días: 0 – 2 (incluídos en el Servicio Estándar)	Por TEU	Sin costo					
2.4.2	Días: 3 - 7 (Tarifa Plana – cubre todo el periodo)	Por TEU	$136.00	Exonerado	$136.00			
2.4.3	Dias: 8 en adelante (por día o parte de día, no retroactivo)	Por TEU / Día	$28.00	Exonerado	$28.00			
2.5	Uso de Área Operativa – Contenedores de Transbordo							
2.5.1	Días: 0 – 2 (incluídos en el Servicio Estándar)	Por TEU	Sin costo					
2.5.2	Días: 3 - 7 (Tarifa Plana – cubre todo el periodo)	Por TEU	$136.00	Exonerado	$136.00			
2.5.3	Días: 8 en adelante (por día o parte de día, no retroactivo)	Por TEU / Día	$16.50	Exonerado	$16.50			
2.6	Energía, Monitoreo y Servicios a contenedores Reefer							

2.6.1	Contenedores en transbordo - Energía y Monitoreo para contenedores reefer en transbordo serán considerados bajo punto 4.2 indicado líneas abajo (n7)							
2.6.2	Inspección de motor de contenedor vacío	Por Contenedor	$25.00	$4.50	$29.50			
2.6.3	Asistencia técnica al contenedor refrigerado en patio o nave.	Por vez	$50.00	$9.00	$59.00			
2.6.4	Servicio de gasificado de contenedores							
2.6.4.1	Inyección de gases (Dióxido de carbono o Nitrógeno) a contenedores refrigerados.	Por Contenedor	$60.00	$10.80	$70.80			
2.6.4.2	Provisión de gas nitrógeno a contenedores refrigerados.	Por Contenedor	$380.00	$68.40	$448.40			
2.6.4.3	Provisión de gas dióxido de carbono a contenedores refrigerados.	Por Contenedor	$45.00	$8.10	$53.10			
2.6.5	Conexión y desconexión de contenedores refrigerados en patio con régimen de transbordo.	Por Contenedor	$10.00	$1.80	$11.80			
2.6.6	Lectura de parámetros de contenedores refrigerados a través de medios electrónicos.	Por vez	$15.00	$2.70	$17.70			
2.6.7	Movilización para gasificado de contenedor refrigerado	Por ciclo	$66.00	$11.88	$77.88			
2.6.8	Paquete de servicio de gasificado total de contenedores refrigerados con inyección de dióxido de carbono (n8)	Por Contenedor	$181.00	$32.58	$213.58			
2.6.9	Paquete de servicio de gasificado total de contenedores refrigerados con inyección de dióxido de carbono y Nitrógeno (n8)	Por Contenedor	$390.00	$70.20	$460.20			
(n7): Estos cargos refieren al ámbito de la línea - No incluyen periodos o situaciones por cuenta del dueño de la carga.								
(n8):El servicio de gasificado incluye el suministro e inyección de los gases, movilización del contenedor ya gasificado en el mismo bloque de almacenamiento de contenedores refrigerados, conexión y desconexión de contenedor y lectura de parámetros de contenedores refrigerados a través de medios electrónicos para su posterior embarque.								
2.7	**Transbordo de Contenedores Inter Terminal (ITT)**		**20 Pies**			**40 Pies**		
2.7.1	Embarque o Descarga de Contenedores de Transbordo Inter-Terminal – Llenos / Vacíos (ver (n3) líneas arriba). El transporte Inter-Terminales y los trámites son responsabilidad del cliente.	Por Contenedor	$57.14	Exonerado	$57.14	$81.93	Exonerado	$81.93
2.8	**Reprogramación de Embarque - Porción Nave**							
2.8.1	Manipuleo adicional por reprogramacion de embarque (n9)	Por Contenedor	$60.00	Exonerado	$60.00			
(n9): Aplica a contenedores reprogramados para embarque por instrucciones de la línea o situaciones operativas ('overbooking', 'stack weight', limitaciones de estiba o casos similares)								
2.9	**Manipuleo de carga Sobredimensionada - Porción Nave**							

2.9.1	Cambio de 'Spreader' y/o suministro de equipos especiales para el manipuleo de contenedores OOG hacia / desde la nave con grúa pórtico	Por Contenedor	$98.00	Exonerado	$98.00	
2.10	**Embarque o Descarga de Carga Proyecto Fraccionada o Rodante, No Contenerizada**					
2.10.1	Embarque y Descarga - Uso de infraestructura - Porción Nave	Por TM o m^3 (lo que resulte mayor)	$38.50	Exonerado	$38.50	

Ítem	Nombre y Descripción del Servicio	Unidad de Medida	Tarifa			
2.11	**Servicios Especiales relacionados con la Estiba / Desestiba.**					
2.11.1	Trinca y destrinca de contenedores sobre cubierta con material defectuoso provisto por el armador.	Por Contenedor	$8.70	Exonerado	$8.70	
2.11.2	Conexión y desconexión de contenedores reefers a bordo	Por Contenedor	$8.70	Exonerado	$8.70	
2.11.3	Apertura y cierre de twistlocks sobre y bajo cubierta con material defectuoso provisto por el armador.	Por Contenedor	$2.20	Exonerado	$2.20	
2.11.4	Verificar, documentar, y reportar daños visibles a los contenedores de tránsito, de transbordo y de re-estiba; incluyendo posibles fugas, derrames, o posible daño al contenido.	Por Contenedor	$10.90	Exonerado	$10.90	
2.11.5	Preparación de planos de estiba de acuerdo a instrucciones del Operador de la nave, rehacerlo en caso de cambios solicitados por el Comando de la Nave y/o circunstancias especiales, coordinación de la secuencia de trabajo y provisión del Bay Plan final a la nave en formato físico y/o electrónico.	Por recalada y por vez	$543.00	Exonerado	$543.00	
2.11.6	Adecuación de los reportes de estiba, desestiba, y movimiento de contenedores del estándar EDIFACT o ANSI al mensaje especializado y de acuerdo al tipo según cada requerimiento en particular.	Por cada solicitud	$16.50	Exonerado	$16.50	
2.11.7	Procesamiento, transmisión, y control de datos VGM para los operadores de nave (n10)	Por Contenedor	$8.70	Exonerado	$8.70	
2.11.8	Estiba - Paquete de servicios regulados y especiales (referencia 1.2.1 & 2.11.7) – Porción Nave (n11)	Por Contenedor	Según convenio			
2.11.9	Desestiba - Paquete de servicios regulados y especiales (referencia 1.2.1 & 2.11.7) – Porción Nave (n11)	Por Contenedor	Según convenio			

(n10): Incluye el procesamiento, transmisión, y control de datos vía medios electrónicos o alternativos, revisión y verificación del CAL, adecuación de planos de estiba y procesos operativos a la norma SOLAS. No aplica en caso de vigencia de un acuerdo de paquete de servicios relacionados a la estiba/desestiba (2.11.8 & 2.11.9) o similar.

(n11): Este servicio será aplicado únicamente según Contrato o Convenio particular. Incluye todos los servicios descritos en los ítems 2.11.1 a 2.11.7 , el 2.3.7 (transmisión nota de tarja) y el 2.3.5.1 (Reserva de ventana de atraque según contrato), y se cobrará alternativamente (no adicionalmente) en caso estos servicios no hayan sido facturados por separado.

Sección 3	**Servicios Especiales (No Regulados) – Uso de Área Operativa Contenedores y Servicios Depósito Temporal Aduanero**	**PEN (S/.)**	**IGV**	**Total**	

3.1	**Uso de Área Operativa – Importaciones**				
3.1.1	Días: 0 – 2 (Tiempo libre - incluido en el Servicio Estándar) (n12)	Por TEU	Sin costo		
3.1.2	Días: 3 – 7 (Tarifa por día o fracción de día)	Por TEU / Día	S/. 182.00	S/. 32.76	S/. 214.76
3.1.3	Días: 08 – 14 (Tarifa por día o fracción de día)	Por TEU / Día	S/. 185.00	S/. 33.30	S/. 218.30
3.1.4	Días: 15 – 21 (Tarifa por día o fracción de día)	Por TEU / Día	S/. 120.00	S/. 21.60	S/. 141.60
3.1.5	Días: 22 – 28 (Tarifa por día o fracción de día)	Por TEU / Día	S/. 120.00	S/. 21.60	S/. 141.60
3.1.6	Días: 29 – 35 (Tarifa por día o fracción de día)	Por TEU / Día	S/. 120.00	S/. 21.60	S/. 141.60
3.1.7	Días: 36 – en adelante (Tarifa por día o fracción de día)	Por TEU / Día	S/. 70.00	S/. 12.60	S/. 82.60
(n12): El tiempo libre a contar a partir del fin de la descarga total de la nave.					
3.2	**Servicio Especial Depósito Temporal - Importaciones (n12.1)**				
3.2.1	Servicio Especial Depósito Temporal - Importaciones - Contenedor 20' - incluye uso de Área del día 3 al día 7	Por Contenedor 20'	S/. 460.00	S/. 82.80	S/. 542.80
3.2.2	Servicio Especial Depósito Temporal - Importaciones - Contenedor 40' - incluye uso de Área del día 3 al día 7	Por Contenedor 40'	S/. 460.00	S/. 82.80	S/. 542.80
3.2.3	Uso de Área Operativa Depósito Temporal (a partir del día 8) (n12.2)				
3.2.3.1	Días: 8 – 10 (Tarifa por día o fracción de día)	Por TEU / Día	S/. 89.00	S/. 16.02	S/. 105.02
3.2.3.2	Días: 11 – 14 (Tarifa por día o fracción de día)	Por TEU / Día	S/. 89.00	S/. 16.02	S/. 105.02
3.2.3.3	Días: 15 – 21 (Tarifa por día o fracción de día)	Por TEU / Día	S/. 121.00	S/. 21.78	S/. 142.78
3.2.3.4	Días: 22 – en adelante (Tarifa por día o fracción de día)	Aplica Tarifario Ítems 3.1.5 - 3.1.7 según corresponda			

(n12.1): Incluye el despacho directo de carga de importación, revisión documentaria, emisión de Volante, transmisiones a Aduanas, verificación adicional de datos del contenedor, y demás trámites relativos a la gestión de Depósito Temporal. Incluye además el uso de área operativa del día 3 al día 7 (período libre). Sólo aplica cuando DP World Callao sea nominado como Depósito Temporal. No aplica en los siguientes casos: (a) Carga bajo régimen de Despacho Anticipado -SADA, (b) Carga nominada a otro Depósito Temporal.					
(n12.2): El período día 0-2 es libre de cargo (esta incluído en el servicio estándar). El período día 3-7 esta incluído en el Servicio Especial Depósito Temporal. A partir del día 15 en adelante, aplica la tarifa de Uso de Área Operativa - General, Ítems 3.1.2 al 3.1.5 según corresponda. Los ítems 3.2.3.1 y 3.2.3.2 sólo aplican cuando DP World ha sido nominado como Depósito Temporal. No aplica en casos de Despacho Anticipado (SADA) o retiro a un Deposito Temporal distinto a DP World.					
3.3	**Uso de Área Operativa – Exportaciones (n13)**				
3.3.1	Días: 0 – 3 (Tiempo libre - incluido en el Servicio Estándar)	Por TEU	Sin costo		
3.3.2	Días: 4 – en adelante	Aplica Tarifario Ítems 3.1.2 - 3.1.7 según corresponda			
(n13): El periodo libre es de 48 horas antes del 'cut off' indicado por la línea.					
3.4	**Servicio Especial Depósito Temporal - Exportaciones (n13.1)**				
3.4.1	Servicio Especial Depósito Temporal - Exportaciones - Incluye Uso de Área del día 4 al día 7	Por Contenedor	S/. 330.00	S/. 59.40	S/. 389.40
(n13.1): Incluye recepción directa de carga de exportación, revisión documentaria, refrendo de DUA exportación, transmisiones a Aduana y demás trámites relativos a la gestion de Deposito Temporal. Incluye además el uso de área operativa del día 4 al día 7 (periodo libre) para el ingreso de carga. Aplica cuando DP World Callao sea nominado como Depósito Temporal. No aplica en los siguientes casos: (a) Ingreso de carga previamente numerada por un Depósito Temporal, (b) Carga con despacho directo desde el local del exportador.					
3.5	**Uso de Área Operativa - Importación y Exportación - Cargas Especiales**		**USD ($)***	**IGV**	**Total**
3.5.1	Vehículo Ligero	Por unidad / Día	$20.00	$3.60	$23.60
3.5.2	Vehículo Mediano	Por unidad / Día	$25.00	$4.50	$29.50
3.5.3	Maquinaria	Por TM o m^3/día	Por Cotización		
3.5.4	**Uso de Área Operativa Importación y Exportación - Depósito Temporal (a partir del día 8) - Contenedores con Carga Sobredimensionada (OOG)**		**PEN (S/.)**	**IGV**	**Total**
3.5.4.1	Días: 8 – 21 (Tarifa por día o fracción de día)	Por TEU / Día	S/. 132.00	S/. 23.76	S/. 155.76
3.5.4.2	Días: 22 – en adelante (Tarifa por día o fracción de día)	Aplica Tarifario Ítems 3.1.5 - 3.1.7 según corresponda + 40%. Sujeto a IGV			
3.5.999	Otros servicios no indicados en este tarifario.	Por Contenedor	Por Cotización		

3.9	**Uso de Área Operativa Importación y Exportación - Carga Proyecto Fraccionada, No Contenerizada / Carga suelta - Porción Tierra**		**USD ($)***	**IGV**	**Total**
3.9.1	Días: 0 – 2	Por TM o m³/día (lo que resulte mayor)	Sin costo		
3.9.2	Días: 3 - en adelante	Por TM o m³/día (lo que resulte mayor)	$11.00	$1.98	$12.98

Ítem	**Nombre y Descripción del Servicio**	**Unidad de Medida**	**Tarifa**		
Sección 4	**Servicios Especiales (No Regulados) - Patio de Contenedores**		**USD ($)***	**IGV**	**Total**
4.1	**Carga Especial**				
4.1.1	Carga Peligrosa / Contenedores IMO-DC (Dangerous Cargo) (n14)				
4.1.1.1	Segregación en zona especial de Carga Peligrosa – suministro de equipos adicionales y/o espacio en patio y/o cuadrillas requeridas para el posicionamiento especial de la carga peligrosa a ser embarcada / descargada de las naves, de acuerdo a la regulación y estándares de seguridad aplicables. (n14.1)				
4.1.1.1.1	IMO-DG CLASE 1 - sujeto a normas legales y procedimientos	Por TEU	$285.50	$51.39	$336.89
4.1.1.1.2	IMO-DG CLASE 2	Por TEU	$165.50	$29.79	$195.29
4.1.1.1.3	IMO-DG CLASE 3	Por TEU	$165.50	$29.79	$195.29
4.1.1.1.4	IMO-DG CLASE 4	Por TEU	$165.50	$29.79	$195.29
4.1.1.1.5	IMO-DG CLASE 5.1	Por TEU	$165.50	$29.79	$195.29
4.1.1.1.6	IMO-DG CLASE 5.2 - sujeto a normas legales y procedimientos	Por TEU	$285.50	$51.39	$336.89
4.1.1.1.7	IMO-DG CLASE 6.1	Por TEU	$165.50	$29.79	$195.29
4.1.1.1.8	IMO-DG CLASE 6.2 - sujeto a normas legales y procedimientos	Por TEU	$285.50	$51.39	$336.89
4.1.1.1.9	IMO-DG CLASE 7 - sujeto a normas legales y procedimientos	Por TEU	$285.50	$51.39	$336.89
4.1.1.1.10	IMO-DG CLASE 8	Por TEU	$165.50	$29.79	$195.29
4.1.1.2	Cargo por servicios especiales a contenedores con carga peligrosa - Cubre consideraciones especiales, coordinaciones y riesgos asociados con el manejo de contenedores con carga peligrosa dentro del terminal. Aplicable sobre las tarifas de las secciones 3 y 4.	Por Servicio	Tarifa + 40%. Sujeto a IGV.		
4.1.2	Contenedores con Carga Sobredimensionada (OOG) (requieren manipuleo con 'spreader' o herramientas especiales, o cuando la carga excede los límites del contenedor, siempre dentro de los límites máximos de seguridad y peso).				
4.1.2.1	Suministro de equipos especiales para el manipuleo de contenedores OOG en el patio de contenedores, posicionamiento en zona especial y coordinaciones por servicios especiales para carga en patio de acuerdo a requerimiento.	Por TEU	$185.00	$33.30	$218.30

4.1.2.2	Cargo OOG - aplica a todos los servicios que implican cuidados especiales, coordinaciones y riesgos asociados con el manejo de contenedores con carga OOG dentro del terminal. Aplicable a las secciones 3 y 4.	Por Servicio	Tarifa + 40%. Sujeto a IGV.		
4.1.3	Embarque o Descarga de Carga Proyecto Fraccionada o Rodante, No Contenerizada				
4.1.3.1	Embarque y Descarga de Carga Proyecto Fraccionada o Rodante, No Contenerizada - Uso de infraestructura - Porción Tierra (Adicional al cargo 2.10.1)	Por TM o m^3 (lo que resulte mayor)	$39.00	$7.02	$46.02
4.1.3.2	Control Entrada / Salida (Gate In / Out) - Carga Proyecto Fraccionada o Rodante, No Contenerizada - Porción Tierra	Por TM o m^3 (lo que resulte mayor)	$39.00	$7.02	$46.02
4.1.4	**Contenedor Alto Cubicaje**				
4.1.4.1	Contenedor Alto Cubicaje (High Cube, 9'6" de altura) (n15)	Por Contenedor	$23.90	$4.30	$28.20
(n14): La operatividad con ciertos tipos de carga peligrosa estará sujeta a aceptación de acuerdo al Procedimiento Estándar de Seguridad de DPW Callao y/o cualquier otra regulación aplicable. (n14.1):En caso que un contenedor contenga más de una clase IMO-DG, se cobrará la tarifa que corresponda a la más alta, una sola vez. Toda carga IMO está sujeta a las normas y procedimientos de DP WORLD CALLAO y normatividad legal vigente.					
(n15): Tarifa se aplica adicional a los items 1.2.2, 1.2.3 & 1.2.4, según corresponda, a las dimensiones especiales de un contenedor de alto cubicaje (High Cube). Cubre segregación especial según secuencia de embarque/descarga y uso de capacidad adicional en los stacks.					
4.2	**Contenedores Reefer – Manipuleo, Energía y Monitoreo**				
4.2.1	Recepción del contenedor Reefer, Exportación e Importación (n16)	Por Contenedor	$150.00	$27.00	$177.00
4.2.2	Energía				
4.2.2.1	Energía durante el tiempo de operación de la nave, y desde 12 horas antes del 'reefer cutoff' (exportación), o hasta 24 horas después de la descarga (importación)	Por Contenedor	Sin costo		
4.2.2.2	Energía – por día, por períodos en exceso del punto 4.2.2.1	Por Contenedor	$58.00	$10.44	$68.44
4.2.3	Monitoreo de contenedor Reefer – por día, por períodos en exceso del punto 4.2.1	Por Contenedor / día	$15.00	$2.70	$17.70
4.2.4	Montaje y Desmontaje de 'Gensets' - Ciclo completo - Incluye 24 horas de almacenaje	Por Genset	$31.00	$5.58	$36.58
4.2.5	Paquete Refrigerado para contenedores de importación (n16.1)	Por Contenedor 40'	$499.84	$89.97	$589.81
4.2.6	Paquete Refrigerado para contenedores de exportación (n16.2)	Por Contenedor 40'	$319.84	$57.57	$377.41
(n16): Recepción del contenedor refrigerado incluye: conexión y desconexión, control de instrucciones de carta de temperatura y monitoreo especial durante el primer día (periodo crítico).					

(n16.1) Paquete Refrigerado para contenedores de importación incluye: recepción del contenedor refrigerado (conexión y desconexión, control de instrucciones de carta de temperatura y monitoreo especial durante el primer día), 8 días libres de energia y monitoreo, 7 días libres de uso de área operativa, el servicio especial de depósito temporal importación (4004), trámites documentarios y transmisiones a Sunat-Aduanas.

(n16.2) Paquete Refrigerado para contenedores de exportación incluye: recepción del contenedor refrigerado (conexión y desconexión, control de instrucciones de carta de temperatura y monitoreo especial durante el primer día), 5 días libres de energia y monitoreo, 10 días libres de uso de área operativa. En caso numere como 4004 también está incluido el servicio especial de depósito temporal exportación, trámites documentarios y transmisiones a Sunat-Aduanas. Aplica tanto para contenedores que ingresen al depósito temporal DPWC 4004 y contenedores bajo la modalidad de embarque directo a puerto.

4.3	**Otros Servicios de Patio (n17)**				
4.3.1	Movimientos extras en patio – A solicitud del cliente o autoridades (aduanas, etc.)				
4.3.1.1	Movimientos extras en patio	Por Movilización	$49.00	$8.82	$57.82
4.3.1.2	Movilización para inspección - Ciclo completo	Por Ciclo	$69.90	$12.58	$82.48
4.3.2	Pesaje adicional (Se considerarán movimientos extra en patio)	Por Contenedor	$55.00	$9.90	$64.90
4.3.3	Cambio de estatus (eg. Puerto de descarga / nave designada, etc). No incluye movimientos extra en patio	Por Contenedor	$39.00	$7.02	$46.02
4.3.4	Cargo por arribo tardío – Solicitud del cliente después del 'cut off', siempre que sea aceptado por el terminal	Por Contenedor	$205.00	$36.90	$241.90
4.3.5	Cargo por contenedor recibido para embarque, no embarcado y entregado	Por Contenedor	$199.00	$35.82	$234.82
4.3.6	Barrido de contenedor vacío	Por Contenedor	$7.70	$1.39	$9.09
4.3.7	Otros servicios no indicados en este tarifario	Por Actividad	Por Cotización		
4.3.8	Verificación adicional de datos del contenedor. (n18)	Por Contenedor	$29.80	$5.36	$35.16
4.3.9	Auxilio Mecánico a camiones externos inoperativos.	Por vez	$77.00	$13.86	$90.86
4.3.10	Cargo por cita no utilizada	Por cita	$11.90	$2.14	$14.04

(n17): Estos cargos serán facturados a la parte solicitante y en ciertos casos sujetos a confirmación por el terminal.

(n18): Incluye la verificación física de los números de contenedores, la preexistencia de precintos a la descarga, el número de precintos (máx. 2), el peso a la descarga (adicional al peso a la salida), verificación de la condición física del contenedor a la descarga, registro de particularidades, e información adicional requerida por el transportista para el envío de la nota de tarja a aduanas. Este servicio es adicional al proceso de verificación normal que se lleva a cabo en la puerta de salida y cuyo costo ya está incluido en la tarifa por servicio estándar. Incluye la provisión y colocación del precinto provisional en caso de arribo con precinto faltante - sin perjuicio de los inventarios y trámites adicionales que puedan requerirse.

4.4	**Servicios de Manipuleo de Carga**				
4.4.1	Inspección del contenedor – uso de cuadrillas	Por Contenedor	$59.00	$10.62	$69.62
4.4.2	Inspección del contenedor – uso de montacargas (hasta 5 toneladas)	Por Contenedor	$59.00	$10.62	$69.62
4.4.3	Inspección del contenedor – uso de montacargas (de 5 a 10 toneladas)	Por Contenedor	$70.00	$12.60	$82.60
4.4.4	Inventario (incluye movimientos en patio, montacarga, cuadrillas, inspector, coordinaciones)	Por Contenedor	$230.00	$41.40	$271.40
4.4.5	Trasegado de contenedor a contenedor (incluye 2 movimientos en patio, movimiento para inspección, montacargas, cuadrillas, inspector, coordinaciones)	Por Contenedor	$350.00	$63.00	$413.00
4.4.6	Trasegado de carga de contenedor estandar a camión convencional, o viceversa -carga estandar. Incluye movimiento para inspección, montacargas, cuadrillas, inspector, coordinaciones - Contenedor vacío permanece en terminal, coordinaciones con la linea responsabilidad del cliente.	Por Contenedor	$246.00	$44.28	$290.28
4.4.7.1	Provisión de cuadrillas por tiempo (Servicios especiales no especificados)	Por Turno (8 Horas)	$125.00	$22.50	$147.50
4.4.7.2	Cargo por cuadrillas solicitadas no utilizadas.	Por Turno (8 Horas)	$62.50	$11.25	$73.75
4.4.8	Apertura de contenedor sin manipuleo de carga	Por Contenedor	$20.00	$3.60	$23.60
4.4.9	Alquiler de reach stacker - solicitud especial	Por Hora/Fracción	$150.00	$27.00	$177.00
4.4.10	Servicio especial provision ante-cámara para inspección de carga refrigerada -sujeto a disponibilidad.	Por Unidad / día	$155.00	$27.90	$182.90
4.4.11	Alquiler de bobinera (hasta 2 toneladas)	Por Contenedor	$85.00	$15.30	$100.30
4.4.999	Otros servicios no indicados en este tarifario.	Por Actividad	Por Cotización		
Ítem	**Nombre y Descripción del Servicio**	**Unidad de Medida**	**Tarifa**		
4.5	**Otros Servicios Especiales**				
4.5.1	Desglose, según instrucción del agente de carga (n19)	Por BL	$22.00	$3.96	$25.96
4.5.2	Servicio de colocación de Precintos	Por Precinto	$13.30	$2.39	$15.69
4.5.3	Servicio de colocación y/o remoción de etiquetas para Carga Peligrosa IMO	Por Contenedor	$16.90	$3.04	$19.94
4.5.4	Servicio Especial Revision Documental DUAS múltiples (n19.1)	Por Contenedor	$55.00	$9.90	$64.90
4.5.5	Servicio Especial Descarga o embarque directo "vapor - camion" (HOT GATE) - previa aprobacion del departamento de operaciones (*n19.2)	Por Contenedor	$250.00	$45.00	$295.00

4.5.6	Servicio especial "Container Turn Around" (recepcion y re-entrega de contenedores vacios del empty pool)	Por Contenedor	Según convenio		
4.5.7	Servicio especial despacho directo desde zona de inspecciónes -sujeto a solicitud y coordinacion previa, minimo 24 horas de anticipacion, y aprobacion del departamento de operaciones. (No incluye movilizacion ni uso de recursos adicionales, ejemplo stackers, montacargas, etc.)	Por Contenedor	$16.50	$2.97	$19.47
4.5.8	Servicio de transmisión de DAM´s múltiples de Exportación por contenedor: Implica revisión documentaria, transmisiones a Aduana y refrendo de DAM´s de exportación múltiples para la asignación de un determinado canal de control para cada DAM.	Por Contenedor	$22.00	$3.96	$25.96
4.5.9	Emisión de Expedientes a la Aduana: A solicitud del cliente para realizar las gestiones administrativas ante la aduana a fin de corregir la información requerida.	Por Expediente	$28.00	$5.04	$33.04

(n19): Aplica para el trámite documentario necesario para elaborar los desgloses y la transmisión de los mismos a aduanas cuando la carga tiene como consignatario a un agente de carga. Aplica para carga FCL.

(n19.1): Aplica a la revision documentaria de embarques con mas de 40 DUAS por Conocimiento de Embarque según procedimiento aduanero. A ser facturada por contenedor.

(n19.2): Aplica en caso de solicitud de despacho excepcional y urgente directo hacia o desde la nave. Incluye coordinacion especial, escolta al interior del terminal, medidas de seguridad, recursos extraordinarios para mantener la productividad, etc. Este servicio esta sujeto a previa solicitud, evaluacion de factibilidad, y aprobacion por el departamento de operaciones. Por medida de seguridad, el despacho podria ser via transferencia en zona de aforo, o alterna.

Sección 5	Servicios Especiales (No Regulados) - Incremento en el Nivel de Seguridad		USD ($)*	IGV	Total
5.1	**Incremento en el Nivel de Seguridad (si es declarado por la autoridad por más de 24 Horas) (n20)**				
5.1.1	ISPS Nivel 2 – Recargo a aplicar a todas las tarifas de servicios especiales.	Por Actividad	Tarifa + 15%. Sujeto a IGV		
5.1.2	ISPS Nivel 3 – Recargo a aplicar a todas las tarifas de servicios especiales.	Por Actividad	Tarifa + 25%. Sujeto a IGV		

(n20): Despliegue de personal adicional de seguridad, refuerzo de rondas, verificaciones e inspecciónes en el perímetro del terminal, puertas y patio; subcontratación de personal externo de seguridad y/o consultores; suministro de medidas adicionales técnicas y/o de equipos; y aumento general de alerta de operaciones de acuerdo a lo requerido por el mayor nivel de seguridad. Aplica sólo en el caso de que se aumente el nivel ISPS de seguridad (Nivel 2 o Nivel 3), declarado por la autoridad competente (incluyendo estado de emergencia, desorden civil, estado de sitio, toque de queda, etc) mientras permanezca en efecto en exceso de 24 horas.

Sección 6	Servicios Especiales (No Regulados) - Complementarios		USD ($)*	IGV	Total
6.1	**Control PBIP Operaciones no Regulares**				
6.1.1	Control PBIP Operaciones no Regulares - Vehículos (n21)	Por Unidad de Vehículo	$55.00	$9.90	$64.90

6.1.2	Control de Operaciones no Regulares - Embarcaciones (n22)	Por Unidad de Embarcación	$77.00	$13.86	$90.86
6.2	**Tratamiento de Contingencia de derrames**				
6.2.1	Movilización mediante uso de carreta de contención	Por contenedor	$132.00	$23.76	$155.76
6.2.2	Uso de poza de contención de derrames u otra zona monitoreada y aislada de la operación	Por día o por fracción / por contenedor	$142.00	$25.56	$167.56
6.2.3	Lavado simple de poza de contención de derrames y carreta de contención (n23)	Por vez	$1,440.00	$259.20	$1,699.20
6.2.4	Limpieza especial de poza de contención de derrames y carreta de contención con productos peligrosos, tóxicos, nocivos a la salud y o el ambiente. (n24)	Por vez	Por cotización		
6.2.5	Monitoreo e inspección para atender derrame de contenedores (n25)	Por Turno (8 Horas)	$147.00	$26.46	$173.46

(n21): Aplica para provisiones de combustible, retiro de residuos oleosos y provisión de víveres y otros servicios a la nave, que involucre el ingreso y/o salida de un vehículo escoltado en el terminal. A ser facturado por vehículo. Se incluye dentro de esta tarifa las operaciones de contenedores clase IMO 1 y sus derivados, IMO 3.2, IMO 5.2, 6.2 e IMO 7, y otros que por su peligrosidad – y/o riesgo al terminal - demanden la revisión de documentación y escolta. Además se incluye el control de la escolta de carga sobre dimensionada en flat rack.

(n22): Aplica para las embarcaciones que prestan servicios portuarios a las naves. A ser facturado por embarcación. Incluye la verificación y monitoreo de los requerimientos mínimos indispensables de seguridad, protección y medio ambiente.

(n23): Aplica para el lavado de la Poza de Contención de Derrames y carreta de contención previamente utilizada. Incluye lavado simple , remoción, transporte y disposición de los residuos no peligrosos, inofensivos a la salud y al ambiente en un relleno sanitario autorizado.

(n24): Aplica para el lavado de la Poza de Contención de Derrames y Carreta de Contención previamente utilizada. Incluye lavado especial, remoción, transporte y disposición de los residuos peligrosos, tóxicos, nocivos a la salud y o al ambiente en un relleno de seguridad.

(n25): En caso de derrame de contenedor con carga IMO se aplicara adicionalmente el ítem 4.1.1.2. El servicio consiste en la utilización inmediata de los recursos del terminal para controlar cualquier incidente de derrame de contenedor.

* Tarifas podrán ser canceladas en Nuevos Soles (S/.) de acuerdo al tipo de cambio venta indicado por la Superintendencia Nacional de Banca y Seguros (SBS) el día de fecha de pago * En caso el (los) servicio(s) sea(n) solicitado(s) por sujeto(s) no domiciliado(s) no se aplicará el IGV.

*Para mayor detalle del alcance de los servicios consultar el Reglamento Tarifario Comercial 2021 Versión 2 en la sección Tarifario público de la siguiente ruta: https://www.dpworldcallao.com.pe/procedimientos/#tarifas

Condiciones de Pago

Las condiciones de pago por los servicios son las siguientes:

- Transferencia bancaria, depósito en efectivo o cheque del mismo banco en la cuenta que para este efecto designará DP World Callao (o aquella(s) que las sustituyan o se adicionen según contrato).

- Los pagos se deberán realizar de acuerdo a las siguientes consideraciones:

a) Servicio Estándar – Importaciones: Antes del retiro de la mercadería del terminal.

b) Servicio Estándar – Exportaciones: Al momento de solicitar la cita para el ingreso del contenedor al terminal para embarque.

c) Servicios Especiales – Importaciones: Al momento de solicitar la cita para el retiro del contenedor del terminal.

d) Servicios Especiales – Exportaciones: Al momento de solicitar el servicio.

e) En aquellos servicios que se prestan según un contrato específico firmado entre DP World Callao y un cliente, las condiciones de pago regirán de acuerdo al contrato.

Factor de Ajuste por Incremento en el Costo de Combustibles - Servicios Especiales

Los Servicios Especiales tendrán un Recargo de Ajuste por Precio de Combustible cuando ocurra un incremento mayor al 10% sobre el precio de referencia base (RP1), según lo establecido por OSINERGMIN (http://www2.osinerg.gob.pe/PubPreciosReferencia/DocPublicaciones/2014/diciembre/PrecioReferencia15122014.pdf).

El ajuste será aplicado según la siguiente formula: FA = (RP2/RP1-1) * 0.11 - Donde: FA= Factor de Ajuste, RP2= precio de referencia para Diesel según la tabla de OSINERGMIN, RP1 = el precio de referencia base (al 12 Diciembre 2014, PEN 6.46). ***Actualizado al 17/08/2022 - Version 2022-4***

Tarifario Público vigente a partir del 01/09/2022

1.1 Descuento sobre el precio del Servicio Especial de Depósito Temporal - Importación

- Grupo objetivo: Usuarios en general (importadores, consignatarios de la carga o sus representantes - agentes de aduana, operador logístico u otros usuarios) de contenedores con carga de importación.
- Segmento: Usuarios de carga que despachen contenedores de importación utilizando el Depósito Temporal de DPWC 4004.
- Oferta temporal:

1.A los usuarios que hayan movilizado volúmenes mínimos anuales de contenedores de importación (descarga) ingresados al depósito temporal 4004 en el año anterior a la presentación de su solicitud, se les aplicará las tarifas promocionales para el Servicio Especial de Depósito Temporal - Importaciones (items 3.2.1 y 3.2.2 del Tarifario).

2.A los usuarios que sustenten movilizar volúmenes mínimos anuales de contenedores de importación (descarga) con ingreso al depósito temporal 4004, se les aplicará las tarifas promocionales para el Servicio Especial de Depósito Temporal - Importaciones (items 3.2.1 y 3.2.2 del Tarifario).

(i) Mayor a 400 contenedores y hasta 1000 contenedores: Tarifa de promoción igual a S/ 380.00 + IGV.

(ii) Mayor a 1,000 hasta 3,000 contenedores: Tarifa de promoción igual a S/ 360.00 + IGV.

(iii) Mayor a 3,000 hasta 5,000 contenedores: Tarifa de promoción igual a S/ 340.00 + IGV.

(iv) Mayor a 5,000 contenedores: Tarifa de promoción igual a S/ 200.00 + IGV.

- Vigencia: A partir del sexto día hábil siguiente a la fecha de publicación de la presente promoción

y las tarifas se aplicarán hasta el 31 de diciembre del 2022 - Consideraciones:

1 . No se consideran como parte del volumen aquellos contenedores que ingresen bajo la tarifa promoción Paquete Refrigerado para contenedores de importación (item 4.2.5 del Tarifario)

2. Los usuarios deberán remitir al área comercial de DP World Callao las proyecciones de los volúmenes de los proximos 12 (doce) meses, para su evaluación sujeta al espacio en el terminal. Considerar que las proyecciones recibidas se encuentran sujetas a evaluación y validación por parte de nuestro departamento comercial, esto debido a que es necesario sustentar las tarifas solicitadas por cada usuario de nuestro servicio del terminal. En caso, el cliente no cumpla con sus proyeciones, DP World Callao podría dar nulidad a las tarifas especiales otorgadas y estaria en la potestad de solicitar el cobro respectivo por no cumplimiento de su volumen proyectado.

1.2 Descuento sobre el precio del Servicio Especial de Depósito Temporal - Exportación

- Grupo objetivo: Usuarios en general (exportadores, embarcadores de la carga o sus representantes -agentes de aduana, operador logístico u otros usuarios) de contenedores con carga de exportación.
- Segmento: Usuarios de carga que despachen contenedores de exportación utilizando el Depósito Temporal de DPWC (4004).
- Oferta temporal:

1. A los usuarios que hayan movilizado volúmenes mínimos anuales de contenedores de exportación (embarque) ingresados al depósito temporal 4004 en el año anterior a la presentación de su solicitud, se les aplicará las tarifas promocionales para el Servicio Especial de Depósito Temporal - Exportaciones (item 3.4.1 del Tarifario).
2. A los usuarios que sustenten movilizar volúmenes mínimos anuales de contenedores de exportación (embarque) con ingreso al depósito temporal 4004, se les aplicará las tarifas promocionales para el Servicio Especial de Depósito Temporal - Exportaciones (item 3.4.1 del Tarifario).

(i) Mayor a 200 hasta 500 contenedores: Tarifa promocional igual a S/ 280.00 + IGV.

(ii) Mayor a 500 hasta 1,000 contenedores: Tarifa promocional igual a S/ 260.00 + IGV.

(iii) Mayor a 1,000 hasta 1500 contenedores: Tarifa promocional igual a S/ 240.00 +IGV.

(iv) Mayor a 1,500 contenedores: Tarifa promocional igual a S/ 200.00 +IGV.

- Vigencia: A partir del sexto día hábil siguiente a la fecha de publicación de la presente promoción

y las tarifas se aplicarán hasta el 31 de diciembre del 2022 - Consideraciones:

1. No se consideran como parte del volumen aquellos contenedores que ingresen bajo tarifa promoción Paquete Refrigerado para contenedores de exportación (item 4.2.6 del Tarifario)
2. Los usuarios deberán remitir al área comercial de DP World Callao las proyecciones de los volúmenes de los proximos 12 (doce) meses, para su evaluación sujeta al espacio en el terminal. Considerar que las proyecciones recibidas se encuentran sujetas a evaluación y validación por parte de nuestro departamento comercial, esto debido a que es necesario sustentar las tarifas solicitadas por cada usuario de nuestro servicio del terminal. En caso, el cliente no cumpla con sus proyeciones, DP World Callao podría dar nulidad a las tarifas especiales otorgadas y estaria en la potestad de solicitar el cobro respectivo por no cumplimiento de su volumen proyectado.

(2) PROMOCIÓN - PAQUETE DE CARGA REFRIGERADA

2.1 Descuento sobre el Paquete Refrigerado para contenedores de importación

- Grupo objetivo: Usuarios en general (importadores, consignatarios de la carga o sus representantes - agentes de aduana, operador logístico u otros usuarios) de contenedores con carga de importación.
- Oferta temporal:

1. A los usuarios que hayan movilizado volúmenes mínimos anuales de contenedores reefer de importación (descarga) ingresados al depósito temporal 4004 en el año anterior a la presentación de su solicitud, se les aplicará las tarifas promocionales para el Servicio Paquete Refrigerado para contenedores de importación (item 4.2.5 del Tarifario)
2. A los usuarios que sustenten movilizar volúmenes mínimos anuales de contenedores reefer de importación (descarga) con ingreso al depósito temporal 4004, se les aplicará las tarifas promocionales para el Servicio Paquete Refrigerado para contenedores de importación

(item 4.2.5 del Tarifario)

(i) Mayor a 100 contenedores: Tarifa promocional igual a USD 319.84 + IGV.
(ii) Mayor a 200 contenedores: Tarifa promocional igual a USD 249.84 + IGV.

- Vigencia: A partir del sexto día hábil siguiente a la fecha de publicación de la presente promoción

y las tarifas se aplicarán hasta el 31 de diciembre del 2022 - Consideraciones:

1.El Servicio Paquete Refrigerado para contenedores de importación incluye las siguientes prestaciones: Recepción de contenedor refrigerado, 8 dias libres de energia y monitoreo, 7 dias libres de uso de área operativa, ingreso al Depósito Temporal 4004, trámites documentarios y transmisiones a SUNAT- Aduanas.

2.Los usuarios deberán remitir al área comercial de DP World Callao las proyecciones de los volúmenes de los proximos 12 (doce) meses, para su evaluación sujeta al espacio en el terminal. Considerar que las proyecciones recibidas se encuentran sujetas a evaluación y validación por parte de nuestro departamento comercial, esto debido a que es necesario sustentar las tarifas solicitadas por cada usuario de nuestro servicio del terminal. En caso, el cliente no cumpla con sus proyeciones, DP World Callao podría dar nulidad a las tarifas especiales otorgadas y estaria en la potestad de solicitar el cobro respectivo por no cumplimiento de su volumen proyectado.

2.2 Descuento sobre el Paquete Refrigerado para contenedores de exportación

- Grupo objetivo: Usuarios en general (Exportadores de carga, agentes de aduana, operador logístico u otros usuarios) de contenedores con carga de exportación.
- Segmento: Usuarios de carga refrigerada que despachen contenedores de exportación utilizando el Depósito Temporal de DPWC 4004 o que operen bajo la modalidad de embarque directo a puerto.

- Oferta temporal:

1.A los usuarios que hayan movilizado volúmenes mínimos de contenedores reefer de exportación (embarque) ingresados al depósito temporal 4004 y/o como modalidad de embarque directo en el año anterior a la presentación de su solicitud, se les aplicará las tarifas promocionales para el servicio Paquete Refrigerado para contenedores de exportación (item 4.2.6 del Tarifario).
2.A los usuarios que sustenten movilizar volúmenes mínimos anuales de contenedores reefer de exportación (embarque) con ingreso al depósito temporal 4004 y/o como modalidad de embarque directo, se les aplicará las tarifas promocionales para el Servicio Paquete Refrigerado para contenedores de exportación (item 4.2.6 del Tarifario).

(i) Mayor a 150 hasta 350 contenedores: Tarifa promocional igual a USD 274.84 + IGV.

(ii) Mayor a 350 hasta 500 contenedores: Tarifa promocional igual a USD 254.84 + IGV .

(iii) Mayor a 500 hasta 1,000 contenedores: Tarifa promocional igual a USD 244.84 + IGV.

(iv) Mayor a 1,000 hasta 1,800 contenedores: Tarifa promocional igual a USD 234.84 + IGV.(iv) Mayor a 1,800 contenedores: Tarifa promocional igual a USD 199.84 + IGV.

- Vigencia: A partir del sexto día hábil siguiente a la fecha de publicación de la presente promoción

y las tarifas se aplicarán hasta el 31 de diciembre del 2022 - Consideraciones:

1.El Servicio Paquete Refrigerado para contenedores de exportación incluye las siguientes prestaciones: Recepción de contenedor refrigerado, 5 dias libres de energia y monitoreo y 10 dias libres de uso de área operativa. En caso ingrese al depósito temporal 4004 incluye también trámites documentarios y transmisiones a SUNAT-Aduanas.
2.Los usuarios deberán remitir al área comercial de DP World Callao las proyecciones de los volúmenes de los proximos 12 (doce) meses, para su evaluación sujeta al espacio en el terminal. Considerar que las proyecciones recibidas se encuentran sujetas a evaluación y validación por parte de nuestro departamento comercial, esto debido a que es necesario sustentar las tarifas solicitadas por cada usuario de nuestro servicio del terminal. En caso, el cliente no cumpla con sus proyeciones, DP World Callao podría dar nulidad a las tarifas especiales otorgadas y estaria en la potestad de solicitar el cobro respectivo por no cumplimiento de su volumen proyectado.

(3) PROMOCIÓN - SERVICIOS DE PATIO

3.1 Descuento sobre el precio de Movilización para inspección - Ciclo completo

- Grupo objetivo: Usuarios en general (importadores, consignatarios de la carga, exportadores o sus representantes - agentes de aduana, operador logístico u otros usuarios) - Segmento: Usuarios de carga de importación y exportación que requieran servicios en la zona de aforo del Muelle Sur
- Oferta temporal:

1. A los usuarios que hayan movilizado volúmenes mínimos anuales de contenedores para el servicio de movilización para inspección en el año anterior a la presentación de su solicitud, se les aplicará las tarifas promocionales para los servicios de Movilización para inspección - ciclo completo (item 4.3.1.2 del Tarifario), uso de cuadrillas (item 4.4.1 del Tarifario) y uso de montacargas (hasta 5 toneladas) (item 4.4.2 del Tarifario).
2. A los usuarios que sustenten movilizar volúmenes anuales mínimos de contenedores para el servicio de movilización para inspección, se les aplicará las tarifas promocionales para los servicios de Movilización para inspección - ciclo completo (item 4.3.1.2 del Tarifario), uso de cuadrillas (item 4.4.1 del Tarifario) y uso de montacargas (hasta 5 toneladas) (item 4.4.2 del Tarifario).

(i) Mayor a 100 hasta 600 movilizaciones para inspección - Ciclo completo : Tarifa promocional igual a USD 50.00 + IGV, aplica a Items 4.3.1.2, 4.4.1 y 4.4.2 del tarifario. (ii) Mayor a 600 movilizaciones para inspección - Ciclo completo: Tarifa promocional igual a USD 40.00 + IGV, aplica a Items 4.3.1.2, 4.4.1 y 4.4.2 del tarifario.

- Vigencia: A partir del sexto día hábil siguiente a la fecha de publicación de la presente promoción y las tarifas se aplicarán hasta el 31 de diciembre del 2022 - Consideraciones:

1. Los usuarios deberán remitir al área comercial de DP World Callao las proyecciones de los volúmenes de los proximos 12 (doce) meses, para su evaluación sujeta al espacio en el terminal. Considerar que las proyecciones recibidas se encuentran sujetas a evaluación y validación por parte de nuestro departamento comercial, esto debido a que es necesario sustentar las tarifas solicitadas por cada usuario de nuestro servicio del terminal. En caso, el cliente no cumpla con sus proyeciones, DP World Callao podría dar nulidad a las tarifas especiales otorgadas y estaria en la potestad de solicitar el cobro respectivo por no cumplimiento de su volumen proyectado.

3.2 Descuento sobre el precio de Cargo por arribo tardío – Solicitud del cliente después del 'cut off'

- Grupo objetivo: Exportadores o sus representantes - agentes de aduana, operador logístico u otros usuarios de carga refrigerada.
- Segmento: Usuarios de carga de exportación de carga refrigerada que requieran servicio de cargo por arribo tardío – Solicitud del cliente después del 'cut off
- Oferta temporal: A los usuarios que hayan movilizado volúmenes mínimos de embarque contenedores de carga refrigerada y que mantengan un porcentaje máximo de servicios de cargo por arribo tardío – Solicitud del cliente después del 'cut off' en el año anterior a la presentación de su solicitud, se les aplicará las tarifas promocionales para los servicios de Cargo por arribo tardío – Solicitud del cliente después del 'cut off' (item 4.3.4 del Tarifario) a sus contenedores de carga refrigerada.

(i) Volumen anual de embarque de contenedores refrigerados mayor a 4,000 contenedores, y a la vez un porcentaje de servicios realizados de cargo por arribo tardío respecto a su volumen de embarque refrigerado menor o igual a un 8%: Tarifa promocional igual a USD 100.00 + IGV.

- Vigencia: A partir del sexto día hábil siguiente a la fecha de publicación de la presente promoción y las tarifas se aplicarán hasta el 31 de diciembre del 2022

MWANI QATAR
موانـــي قـــطـــر

ميناء حمد
HAMAD PORT

PORT TARIFF

First Release : December 2016
1st Amendment : October2017
2nd Amendment : February 2020

1. DEFINITIONS

In this tariff, the following words and phrases have the meanings hereby assigned to them, unless the context requires another meaning.

1.1 TARIFF

Established rates and charges shall apply on vessel , shipment or passengers against port services and facilities as announced by Mwani Qatar.

1.2 MWANI QATAR (QPMC)

Qatar Ports Management Company established under amended law No.17 of year 2009 (and affiliate companies related to the operations and management of ports) and have the right to manage and operate all ports in State Of Qatar.

1.3 PORT

Any port managed by Mwani Qatar in state of Qatar.

1.4 PORT PREMISES

Is the maritime border, land borders, navigational channels, basins, wharfs, platforms, storage yards, roads, passage ways, and any installations or facilities within the port and managed by Mwani Qatar.

1.5 PORT FACILITIES

Refers to sea and land areas within the port (including buildings,devices or equipment in or on that area) which used wholly or partially for loading or discharging of vessels.

1.6 PORT USERS

This term includes : anyone who uses port facilities including ship owners, shipping lines, shipping agents, freight forwarders, shippers/consignees, individuals, companies, organizations or their agents and everyone gets the services provided within the port.

1.7 VESSEL

Means all floating units of every description and shall include in its meaning the term “Owners, Charterers, Operators and Mortgagees”.

1.8 WOODEN FISHING BOAT

Refers to the wooden boats with engine or without, and used for the purpose of commercial, literal and entertaining fishing.

1.9 PRIVATE BOATS

Refers to boats with engine or without, and used for the purpose of entertainment , cruise or travel in noncommercial purposes.

1.10 SERVICES

All services that are provided and executed within the port limits.

1.11 DAY

Periods and dates mentioned in this tariff is as per the Gregorian Calendar, a day is 24 hours or part thereof and a month is 30 days.

1.12 TON / FREIGHT TONS (FT)

The used “ton” unit is considered as freight ton and shall be determined by the metric tonne of 1,000 kg or the volume of one cubic meter whichever is greater.

1.13 CARGO

Any cargo either animal, agricultural, industrial or intellectual materials or products in solid, liquid or gas condition which is handled within the port limits.

1.14 CONTAINER

Mean all types and sizes of standard containers.

1.15 CARGO AND CONTAINER BASE CHARGE

Mean all rates stipulated in this tariff against the stevedoring, handling and storage services which will may be subject to additional charges in accordance with the nature of cargo and containers handled in terms of the type , wheight and size .

1.16 LASHING/UNLASHING

Lashing/unlashing onboard a vessel is done through specialized employment to remove the lashing secured to the containers, in order to discharge the containers and vice-versa to lash the containers for securing after loading, this term exclude the materials and hot work needed.

1.17 HANDLING OF HATCH COVER

- Hatch cover, also called pontoons, is used to close the ship’s cargo hold.
- To access the containers or cargo under deck, these hatch covers will be opened by using the gantry crane spreaders and to be loaded back to the vessel after completion of the loading/discharging operations under deck.

1.18 PRE-COOL OF REEFER CONTAINER

The supply of electrical power to reefer container in order to reach the required tempreature.

1.19 OVERWEIGHT CONTAINER

Any container having weight more than its permissible load will be considered as overweight and Mwani Qatar has the right to impose penalty or refuse to handle.

1.20 OUT OF GUAGE CONTAINER

Any container loaded with cargo exceeding the dimensions of standard container size as for the Length, Width or height shall be considered as OOG and require special handling equipment.

1.21 BULK CARGO

Means the dry or liquid bulk cargoes being handled loose to or from the vessel by means of grabs, conveying systems vacuum equipment or pumps.

1.22 RO-RO CARGO

Means all vehicles, mechanical equipment and other units having wheels and self motive power and capable of being driven out of or into the vessel without using any lifting equipments.

1.23 GENERAL CARGO

Means all types of conventional cargo which is not defined as a specific type of cargo.

1.24 OVERSIZE AND OVERWEIGHT GENERAL CARGO

Is the packages of Length more than 12 meter , Width 3 meter , Height 3 meter and Weight more than 20 tons.

1.25 DANGEROUS, HAZARDOUS CARGO (DG)

Means all dangerous goods listed in the International Maritime Dangerous Goods Code (IMDG).

1.26 PORT WAREHOUSES

Warehouses, dry and cold stores within port's limit, or part of, may be leased upon request and subject to availability.

1.27 STORAGE YARDS

Is the yards dedicated for storing import, export and transhipment cargo within port limit.

1.28 OPEN / COVERED STORAGE YARDS, PARKING AREAS AND/OR HANDLING YARDS

Refers to those areas within port limits where cargo or containers stored and considered as chargable port storage areas.

1.29 FREE STORAGE DAYS

The number of free storage days of container/cargo within the port's limit, free of storage charges.

1.30 TRANSSHIPMENT

Means import cargoes or containers discharged from a vessel for the purpose of shipment to another port either directly or after bieng stored in the port yards for specific period of time, and not allowed to gate out from port's limit.

1.31 HOURLY, DAILY, SHIFT RATES

Is the rates charged per hour, day, shift or part thereof.

1.32 GROSS TONNAGE / GROSS REGISTERED TONNAGE (GT \ GRT)

Means gross tonnage or gross registered tonnage of a vessel as is recorded in the valid International Tonnage Certificate.

1.33 Passengers

Are the persons and individuals onboard the vessel, declared in the passenger list.

1.34 Crew

Are the personnels and individuals employed on the vessel and declared in the records and crew list.

2. TARIFF RULES AND PROVISIONS

2.1 PORT RULES AND INSTRUCTIONS

At all times, it must be adhered to the rules and instructions issued by Mwani Qatar, applicable within port limit.

2.2 ACCEPTANCE OF TARIFF CONDITIONS

Usage of port facilities by users means straight approval and confirmation on the terms and conditions contained in this tariff.

2.3 RESPONSIBILITIES FOR DAMAGES TO PORT FACILITY

All port users responsible for any damages occured due to use of any of the port facilities, Mwani Qatar have the rights to oblige users for maintenance ,or to do the required maintenance and prompt the port user with expenses.

2.4 APPLICATION AND INTERPRETATION OF THE TARIFF

The rates and charges in this tariff apply to all port users unless otherwise is specified in an appendix.

2.5 ALTERATION TO TARIFF

Mwani Qatar reserves the right to take the necessary action to amend, change, edit or issue an appendix to any or all of the rates and charges stated in this tariff from time to time with or without any notice in advance.

2.6 CURRENCY

All stated rates are payable in Qatari Riyal (QR).

2.7 CARGO MEASUREMENT UNIT

The Freight Ton (FT) will be considered, based on the B/L and/or cargo manifest. However, Mwani Qatar reserves the right to carry out random check of measurement of any cargo for the purpose of measurment verification. In case of discrepancy , the rates will be charged as per Mwani Qatar measurements.

2.8 INSURANCE

Charges published in this tariff do not include any insurance coverage of cargo, containers, vessels or other equipment. It is the port user's responsibility to provide such insurance coverage on all arrived cargoes, containers, vessels and equipment during its port stay period.

2.9 DOCUMENTS REVIEW

Mwani Qatar reserves the right to review all cargo related document and other vessel or cargo related information, for the purpose of audit and verify the declared documents in order to determine the applicable charges.

2.10 EQUIPMENT HIRE

Equipment hire is subject to equipment availability and as per Mwani Qatar tariff.

2.11 TRANSIT CARGO

Is All types of Containers & Cargo, Imported or Exported via Hamad Port, including:

- Inland transit through one of State of Qatar border gate
- Transit by sea through any other Sea Port in State of Qatar
- Cargo and containers handled in any Economic/Free-zones in State of Qatar for the purpose of manufacturing, assembling or storing and re-export
- Cargo imported and/or exported through Qatar Airports (Sea/Air Freight Shipment)

30% discount apply on the stevedoring, handling and storage of this Tariff for all Transit cargo and containers handled via Hamad Port and not for domestic use.

2.12 SPECIAL AGREEMENTS

Special agreements with the shipping lines and port users is granted under the discretion of Mwani Qatar and will be determined on case by case basis, and will be an exception from the rates mentioned in this tariff.

2.13 PAYMENT IN ADVANCE

- All local agents and/or shipping lines are obliged to sign a credit agreement with Mwani Qatar.
- Vessels calling a port and protected by a non-contracted local agent, which has no credit agreement, shall be required to deposit 80% of the operations performa invoice in advance, before berthing of the vessel.

2.14 PAYMENT OF INVOICES

- All invoices will be issued within 3 working days starting from the next day after departure of the vessel and to be settled within 30 calender days of receival of the invoice.
- Review and amend inquiries by the agent will be accepted within 5 working days of receival date of the invoice.
- Delay of payment will lead to a fine of 1% per day of the invoices amount with a maximum of 10% and the port user may be denied from further use of the port facilities until all outstanding charges have been settled.

2.15 CUT-OFF TIME OF CARGO

Is the dead-line date/time defined by Mwani Qatar for receival of export containers or cargo.

2.16 STORAGE TIMINGS

Container/cargo storage at Mwani Qatar ports will count as from 00:00 hrs. to 23:59 hrs.

2.17 PORT WORKING HOURS

2.17.1 OFFICE ADMINISTRATION

Administration office working hours at the port are from 07:00 hours to 15:00 hours, during weekly working days.

2.17.2 PORT OPERATIONS AND GATES

- Port's operations department is on 24/7 basis .
- Operations stop 2 hours every Friday for Jomaa Prayer .
- During the Holy Month of Ramadan, operations stop daily 2 hours for iftar and 1 hour for sohour.

2.17.3 OVERTIME

Public holidays are subject to overtime system where labor rate charges mentioned in this tariff will be applied in addition to the cargo and containers base charges.

2.18 BOOKING & CANCELATION OF GANG, EQUIPMENT AND MARINE UNITS

- Booking of gangs to be with notice in advance not less than 24 hrs.
- Cancellation of gangs to be with notice in advance not less than 6 hrs. before vessel berth.
- Booking of mobile harbor cranes or other equipment to be be with notice in advance not less than 6 hrs.
- Cancellation of booked mobile harbor crane to be be with notice in advance not less than 2 hrs before operations start.
- In case vessel / yard / warehouse labors or any other activity are kept on waiting without operations, the cost of labours plus equipment shall be for the account of the requesting party.

2.19 MARINE SERVICES

2.19.1 PILOTAGE

- Pilotage is compulsory for all vessels calling the Port.
- Pilotage charges are levied as per the vessel GT/GRT per hour or part thereof from the time of pilot embark the vessel till the time disembarks.

2.19.2 PILOT LAUNCH

- The Pilot launch use for embarking / disembarking of the pilot to and from the vessel either from the pilot station to the vessel or between the vessels.
- In case the pilot launch will be used for other purposes, charges will apply as per the relevant operation tariff.

2.19.3 PORT DUES

- Port Dues will be levied on all Vessels using the Port Facilities.
- All port dues charges are based on vessel's gross tonnage (GT/GRT).
- The Calculations of the Port dues will be applied per 24 hours, from the date and time of vessel arrival to the berth till the date and time of departure of the berth.
- Vessels not holding Tonnage certificate, the port dues will be applied based on the vessel Displacement.

2.19.4 WEATHER AND FORCE MAJEURE

Port users will not be charged for any rates or penalties in case if the operations and navigation is suspended due to wind speed or weather condition as these cases are considered as a force majeure.

2.19.5 ANCHORAGE AREA

- Anchorage fees will apply to vessels using the inner or outer anchorage based on the vessel's gross tonnage, per day or part thereof.
- Vessel using the anchorage area waiting for port acceptance to berth or due to adverse weather are exempted from the anchorage fees.

2.19.6 VESSEL MOORING

Mooring gangs are to fasten the ships mooring ropes on the berth bollards and in case of mooring gang kept waiting due to delay of the vessel or her agent, delay charges will apply per hour or part thereof.

2.19.7 TOWAGE

- Towage service is compulsory during berthing and unberthing of vessels.
- Minimum number of tugs for each vessel is at the discretion of Mwani Qatar.

2.19.8 VACATING A BERTH

- Mwani Qatar reserves the right to instruct a vessel to vacate its allocated berth upon completion of discharging and/or loading operations or if the agreed productivity is not achieved or in case of not adhere to port rules and regulations.
- In case that Mwani Qatar accept the vessel to remain on the berth without operations, QR 0.5 per GT per 24 hours will be charged, with minimum charge of QR 2,000 per 24 hours.

2.19.9 BERTH OCCUPATION

a) Port tariff will apply to the vessel double banking
b) Cargo, container and passenger vessels are allowed to occupy the berth without operations only for two hours before start of operations, two hours during the operations and two hours after completion.
c) Charges of QR 0.5 per GT per 24 hours with a minimum charge of QR 2,000 per 24 hours is applicable, after Mwani Qatar approval, in the following cases:
    - Berth occupation by cargo, container or passenger vessels without operations for more than the two hours stated in paragraph (b) of this clause.
    - Vessels occupying the berth for reasons not related to the loading and discharging operations.

2.20 DANGEROUS GOODS CHARGES

Dangerous goods are accepted in the port after a pre-coordination and approvalof Mwani Qatar and 50% surcharge will apply on the stevedoring, handling & storage charges for all import, export and transshipment cargoes and containers.

2.21 REEFER CONTAINERS MONITORING CHARGES

Reefer monitoring charges include the electrical power supply, monitoring of the reefer container temprature and plugging/un-plugging services.

2.22 PRE-TRIP INSPECTION (PTI)

- Pre-trip inspection is carried out for reefer containers prior being stuffed with cargo.
- On request, Mwani Qatar may perform the PTI activity in accordance with this tariff.

- Delivery of full reeefer containers from container terminal will not be allowed without portable generator (Gen-Set).

2.23 MOVEMENT OF GOODS FOR CUSTOMS INSPECTION

The transport of a container/cargo to/from customs inspection area by terminal means of transportation and labors, if required by custom, is subject to additional charges payable by the consignee or shipper.

2.24 WHARF CLEANING CHARGES

Cleaning of the wharf and disposal of garbage result from cargo loading and discharging operations, is on ship's account and will be charged for each 6 CBM skip.

2.25 STEVEDORING AND HANDLING SERVICES

2.25.1 CONTAINER TERMINAL STEVEDORING AND HANDLING SERVICES INCLUDE THE FOLLOWING:

- Discharging / Loading from/to the vessel by STS.
- Transportation from / to the container yard.
- Stacking in the assigned container yard.
- Receive or delivery to / from the shipper or consignee truck.

RULES AND PROVISIONS :-

- Overweight or Out of Gauge container is subject to a surcharge of 50% on stevedoring and handling charges in addition to the used gears & equipment charges.
- Out of Gauge cargo surcharge 50% on handling charges at CFS
- For Break Bulk Cargo handled in the container terminal, the General Cargo terminal charges will apply (in freight ton) in addition to the OOG container surcharge
- Non-cellular Vessel is subject to a surcharge of 10% per unit in addition to the stevedoring and handling charges.
- Stevedoring and handling of bundled flat-rack containers will be charged per each container.
- Maximum number of flat-racks per bundle is up to twist lock SWL.
- All IMDG, OOG & Break-Bulk Cargoes are accepted subject to pre-approval request from Shipping Line or their agents
- Cargo/Container subject to Direct Delivery will be received and handled in the port after an undertaking from shipping line or their agents

2.25.2 GENERAL CARGO TERMINAL STEVEDORING AND HANDLING SERVICES INCLUDE THE FOLLOWING:

- Stevedoring service means discharging from the vessel to the wharf (excluding unhooking) , or vice versa.
- Cargo Handling means the service of unhooking, transportation and offload of cargo in the storage yard within port limits, or vice versa.

RULES AND PROVISIONS:-

- Direct delivery / receival handling charges includes the service of unhooking and load directly to consignee means of transportation.
- In-direct delivery handling charges includes unhooking, transportation from berth to storage yard and loads to consignee truck, exclude the storage charges.
- In-direct receival for export general cargo include off-load from shipper truck to storage yard and transportation to the wharf, exclude the storage charges.
- Lashing\unlashing and dunnage collection inside cargo holds will be charged per man hour or part thereof.
- 50% Surcharge on the stevedoring, handling & storage for all dangerous cargoes.
- 50% Surcharge on the stevedoring, handling & storage for all frozen or chilled cargoes.
- At general cargo terminal, priority to use mobile harbour cranes and telescopic cranes, vessel's gears will be used only in case if mobile harbour cranes and telescopic cranes are not available or after approval of Mwani Qatar.
- For oversize and overweight cargoes with unsuitable configuration for handling with standard equipment, the consignee or his agent must make separate arrangements with Mwani Qatar in advance .
- 30% Surcharge will apply on the stevedoring, handling and storage of oversize or overweight cargo, in addtion to mobile harbour crane charges in case if used.
- Pre-notification of required number of gangs is to be requested and agreed on 48 hrs prior vessel arrival.

Palletised/unitised cargo shall fulfill the following conditions :-

- Small packages should be wrapped and/or strapped together on a pallet.
- The overall height and dimension of the pallet should be standard , compatible to handle by forklift trucks and pallet trucks.
- The palletized unit should not exceed 2.5 tons in weight or 2 cubic meters in measurement and the longest side of the cargo must not be more than 2 meters.

2.25.3 RORO TERMINAL STEVEDORING AND HANDLING SERVICES INCLUDE THE FOLLOWING:

- Discharging from the vessel’s deck to the assigned yard, or vice versa.
- Delivery service of Import RO-RO cargoes include the delivery of vehicles to the consignee by his own drivers and/or his means of transportation.
- Packing on line’s mafi for export will be charged as per the rates of Equipment and Manpower utilized.

RULES AND PROVISIONS:-

Stevedoring charges of RORO cargo include the usage of one terminal tractor and in case of using two terminal tractors, the second terminal tractor and or Mafi will be charged separately.

2.25.4 LIVESTOCK TERMINAL RULES AND PROVISIONS:

- Handling operations of livestock at the port are accepted only on direct delivery basis.
- Dead animal disposal to be in compliance with article (7) of law no. 1 of 1985 regarding animal health.
- Discharging operations starts only after quarantine and relevant authorities' approval.

2.25.5 DRY AND LIQUID BULK CARGO TERMINAL RULES AND PROVISIONS:

- Bulk cargoes handling operations accepted only on direct delivery basis.
- Vessels should be equipped for bulk cargo handling operations.
- Ramp, conveyor belt, vacuum machines, grabs, loaders, hoppers, pumps and required equipment for stevedoring to be provided by consignee / shipper.

2.25.6 CFS RULES AND PROVISIONS:

- Storage period in DG Store shall not exceed one month.
- Detailed packing list to be provided prior de-stuffing / stuffing of containers, receive, delivery or any storage operations.

2.26 DELIVERY AND RECEIVE METHOD (DIRECT / IN-DIRECT)

Direct or In-Direct delivery/receive will be up to the agent request and subject to availability of storage space.

2.26.1 DELAYS OF DIRECT DELIVERY/DIRECT RECEIVE

- The consignee/shipper (or his agent) must ensure the provision of sufficient number of trucks to enable a smooth and continuous stevedoring operations. Incase of non compliance, the charges of berth occupation without operations will be debited to the shipper/consignee or his agent.
- In case of port stayof loaded trucks for more than 12 hrs, storage charges will apply without free days.

2.26.2 IN-DIRECT DELIVERY/ IN-DIRECT RECEIVAL

- For export cargo, charges include receival from shipper trucks in the port's yards, storage and transportation on Mwani Qatar equipment to under vessel's hook,
- For import cargo transportation from under vessel's hook by Mwani Qatar equipment to the Port's yards for storage then load on consignee truck.
- Storage charges is excluded from the above service and will be charged separately as per Mwani Qatar tariff.

2.27 REMOVAL OF OBJECTIONABLE CARGO

Mwani Qatar reserves the right to inspect or shift any cargo or containers which in its judgment is likely to damage other cargo or property, at the responsibilty and expense of owner of the cargo or his agent or the vessel, after Custom's approval.

2.28 WEIGHBRIDGE

Where the Terminal gates and warehouses are equiped with weighbridges, it is compulsory to weigh all import / export cargo & containers as per SOLAS requirements.

2.29 SERVICES NOT INCLUDED IN THIS TARIFF

- In case the port will provide services not included in this tariff, Mwani Qatar tariff for Doha Port or Al-Ruwais Port will apply.
- Rates of other services not included in any of the previously mentioned Mwani Qatar Port tariffs will be calculated separately and shall be evaluated by Mwani Qatar.

2.30 DATA AND INFORMATION

In case the port user will declare an incorrect data or information, the following will apply:

- A miss-declaration penalty of QR 5,000 for each case will apply
- All the additional expenses result from the miss-declaration will be charged to the port user.
- In case Mwani Qatar reject the receive of cargo or vessel with incorrect information, the port user will be responsible for all the expenses of re-export or departure from the port.

2.31 EXEMPTION CASES

Exemption of part or all of the storage charges of general cargo, containers, vehicles and trailers is granted under the discretion of Mwani Qatar incase if the delay of receive or delivery of these cargoes is due to Mwani Qatar and subject to the following:

- Clearance delays not caused due to the negligence or carelessness of the concerened person, such as negligence is the failure to obtain prior approvals and permits for the import or export of cargoes.
- Failure to pay all port fees before the cargo release.

Storage charges will be waived for containers and cargo rejected by State of Qatar govermental authorities in case of disposal in or out of State of Qatar on case by case basis after Mwani Qatar approval.

2.32 SHIPS WITH QATARI FLAG

Vessels with Qatari flag are granted the following exemptions:

- 50% of port dues charges
- 100% of anchorage fees

❖ Mwani Qatar has the right to adabt the number of free storage days for cargoes and containers in the port's warehouses and yards provided in this tariff, either by increase or decrease, according to the utilization and operations requirement in order to ensure smooth handling and to avoid congestion of cargoes at the port.

3. MARINE SERVICES TARIFF

3.1 PORT DUES

Tariff Category	Unit of Measurement	QR
Port Dues	Per GT per 24 hours	0.15

Notes

- Port dues minimum charge for vessels of 5,001 GT and above is QR 2,000 per vessel per 24 hours.
- Port dues minimum charge for vessels of 1,001 GT up to 5,000 GT is QR 1,000 per vessel per 24 hours.
- Port dues minimum charge for vessels less than 1,001 GT is QR 300 per vessel per 24 hours.

3.2 ANCHORAGE FEES

Tariff Category	Unit of Measurement	QR
Inner Anchorage	First 5 days per GT per day (min 200 QR/day)	0.03
Inner Anchorage	Next coming days per GT per day (min 200 QR/day)	0.05
Outer Anchorage	First 5 days per GT per day (min 150 QR/day)	0.02
Outer Anchorage	Next coming days per GT per day (min 150 QR/day)	0.04

3.3 PILOTAGE CHARGES

Tariff Category	Unit of Measurement	QR
Vessels up to 2,500 GT	per hour or part thereof	300
Vessels 2,501 – 20,000 GT	per hour or part thereof	600
Vessels 20,001 – 80,000 GT	per hour or part thereof	1,200
Vessels over 80,000 GT	per hour or part thereof	1,400

3.4 PILOT LAUNCH

Tariff Category	Unit of Measurement	QR
Pilot embarking and dis-embarking launch hire	Per service	1200

3.5 TOWAGE CHARGES – TUG ASSISTANCE

Tariff Category	Unit of Measurement	QR
Port berthing / Un-berthing operations	Per move per tug (manoeuvre with max. 2 hours)	2,000
Vessel without power, steering failure etc. within Port limit	Per hour per tug or part thereof	4,000
Vessel without power, steering failure etc. out of the Port limit	Per hour per tug or part thereof	6,000

Note: Incase if the maneuver exceeds the max. 2 hours QR 2,000 per Tug per hour will be charged.

3.6 BERTHING / UNBERTHING AND SHIFTING

Tariff Category	Unit of Measurement	QR
Vessels up to 2,500 GT	Per vessel	300
Vessels 2,501 – 20,000 GT	Per vessel	600
Vessels 20,001 – 80,000 GT	Per vessel	1,200
Vessels above 80,000 GT	Per vessel	1,800

3.7 MISCELLANEOUS CHARGES

Item	Unit of Measurement	QR / %
Cancellation of arrival, departure or shifting within 2 hours before services were due to commence	Per move (surcharge for towage, pilotage, pilot boat and berthing & unberthing)	50%
Dangerous cargo classes IMDG (in bulk)	Per move (surcharge for pilotage and towage)	50%
If the mooring crew is kept waiting through any fault of the vessel or vessel's agent.	Per hour or part thereof	500
Speed boat rent	Per hour or part thereof (3hrs Minimum)	1,200
Pilot boat used for any job other than Pilotage operation	Per hour or part thereof	2,000
Small tug boat (up to 15 ton BP) used for any job other than berthing/un-berthing of vessel	Per hour or part thereof	2,500
Tug boat more than (15 ton BP) used for any job other than berthing/ un-berthing of vessel	Per hour or part thereof	4,000

4. CONTAINER TERMINAL

4.1 STEVEDORING / HANDLING (IMPORT \ EXPORT)

Tariff Category	Unit of Measurement	QR
20ft Full	Per container	650
20ft Empty (Including Reefer)	Per container	200
40ft Full	Per container	1,000
40ft Empty (Including Reefer)	Per container	400
45ft or larger, Full	Per container	1,100
45ft or larger, Empty	Per container	450
Reefer 20ft Full	Per container	700
Reefer 40ft Full	Per container	1,100
Out of gauge cargo 20'	Per container	850
Out of gauge cargo 40'	Per container	1,250
Handling Hatch Cover	Per Unit (Load and Discharge)	540
Handling Gear Box	Per Unit (Load and Discharge)	540

4.2 REEFER RELATED CHARGES

Tariff Category	Unit of Measurement	QR
Reefer Monitoring and power supply	Per container per day or part thereof	200
PTI service	Per container (excluding container handling)	225
Pre cool service	Per container (excluding container handling)	225
Data download/logs	Per container	150
Reefer Cross stuffing 20'	Per container (excluding container handling)	400
Reefer Cross stuffing 40'	Per container (excluding container handling)	800
Temperature, Vent or Humidity Change	Per container	50

4.3 SHIFTING AND RE-STOW

Tariff Category	Unit of Measurement	QR
Shifting of 20ft or 40ft container onboard vessel	Per container (cell to cell within same bay)	140
Re-stow of 20ft or 40ft container onboard vessel	Per container (cell - quay - cell)	240
Shifting of oversize container onboard vessel	Per container (cell to cell within same bay)	300
Re-stow of oversize container onboard vessel	Per container (cell - quay - cell)	500
Shifting of FCL 20ft or 40ft container at the yard or wharf	Per container (within same stack)	140
Yard move of FCL 20ft or 40ft container at the yard or wharf	Per container (including transportation)	430
Shifting of 20ft or 40ft oversize container at the yard or wharf	Per container (within stack)	560
Move of 20ft or 40ft oversize container at the yard or wharf	Per container (including transportation)	710
Shifting of empty 20ft or 40ft containers in the yard	Per container (within stack)	100
Move of empty 20ft or 40ft containers at yard or wharf	Per container (including transportation)	250
LOLO charges	Per one lift	140
Transportation of 20ft or 40ft containers	Per container (within the terminal)	150
Transportation 20ft or 40ft containers	Per container (out of the terminal to CFS)	320

4.4 FREE STORAGE DAYS - CONTAINER

Category	Effect From	Free Days
Import full container	Date of receival in yard	7 Days
Empty container (import / export)	Date of receival in yard	7 Days
Export Full Container	Date of receival in yard	10 Days
DG Import container	Date of receival in yard	3 Days
DG Export container	Date of receival in yard	5 Days
Transshipment full \ empty container	Date of receival in yard	15 Days
DG Transshipment full container	Date of receival in yard	10 Days

4.5 STORAGE CHARGES FOR IMPORT / EXPORT

Tariff Category	Unit of Measurement	QR
20ft Full (including reefer & DG)	Per container /day for the first 5 days after the free days	75
20ft Empty (including reefer)	Per container /day for the first 5 days after the free days	20
40ft Full (including reefer & DG)	Per container /day for the first 5 days after the free days	150
40ft Empty (including reefer)	Per container /day for the first 5 days after the free days	40
45ft or larger, full	Per container /day for the first 5 days after the free days	185
45ft or larger, empty	Per container /day for the first 5 days after the free days	45
Out of gauge container 20'	Per container /day for the first 5 days after the free days	150
Out of gauge container 40'	Per container /day for the first 5 days after the free days	300

Note: Storage charges of import / export containers will be doubled after the first slab onward (100%).

4.6 TRANSSHIPMENT STORAGE

Tariff Category	Unit of Measurement	QR
Full and empty containers	Per TEU per day (first 100 days, after the free days)	11
OOG containers	Per TEU per day (first 100 days, after the free days)	30

Note: Storage charges of transshipment containers will be doubled after the first slab onward (100%).

4.7 MISCELLANEOUS CONTAINER RELATED CHARGES

Tariff Category	Unit of Measurement	QR
Unpack or packing of 20'Container	Per container (handling included)	1,500
Unpack or packing of 40'Container	Per container (handling included)	1,750
Fitting / removing IMO labels each	Per sticker	50
Change of port of discharge or carrier	Per B/L (in addition to base charges)	100
Cancelation of Truck Booking	Per Case	50
Shut out of loading container	Per container	185
Shipping line seals inventory	Per seal	20
Mwani Qatar seal	Per seal	20
Late acceptance of containers in load list after vessel cut off time	Per container	600
knocking down of 20ft or 40ft flat racks sides	Per container	50
20ft or 40ft Flat rack bundling	Per flat container	200
Leaking container external inspection and shifting	Per container	600
Leaking container monitoring	Per day or part thereof	200
Yard Cleaning	Per leakage event (in addition to the used materials)	1,500
Returned empty container inspection on truck and report	Per container	30
Empty container cleaning (dry sweeping) , on truck	Per container	20
Empty container cleaning (nail removal) , on truck	Per container	25
Removal of container stuck twist-lock in port workshop	Per container (including the handling)	600
Adjust of container direction in case of received with wrong door direction	Per container	140

Note: Unpacking or packing service of container includes the transportation, handling of cargo and back-stack of empty container.

5. GENERAL CARGO TERMINAL

5.1 STEVEDORING - IMPORT \ EXPORT

Tariff Category	Unit of Measurement	QR
General cargo stevedoring charges (using MHC)	Per FT	29
General cargo stevedoring charges (using vessel's gear)	Per FT	24
General cargo stevedoring charges (using telescopic crane)	Per FT	27

Note: The service inside vessel's cargo holds includes labors, gears and forklifts of capacity 20 ton or less.

5.2 DIRECT - INDIRECT HANDLING CHARGES

Tariff Category	Unit of Measurement	QR
Direct delivery handling charges	Per FT	7
Indirect delivery handling charges	Per FT	18

Note: The service on berth and yard include labors, gears, telescopic cranes and forklifts of capacity 20 ton or less.

5.3 SHIFTING

Tariff Category	Unit of Measurement	QR
Re-stow onboard vessel	Per FT using MHC	35
Re-stow onboard vessel	Per FT using vessel's gears	30
Shifting cargo onboard vessel	Per FT using forklift or labor	15
Shifting within terminal yards or within warehouse	Per FT (load-Transport-offload)	30

5.4 TRANSSHIPMENT CHARGES

Tariff Category	Unit of Measurement	QR
Transshipment from vessel - yard – vessel	Per FT using vessel's gears	48
Transshipment from vessel - yard - vessel	Per FT using MHC	53

5.5 FREE STORAGE DAYS – GENERAL CARGO

Category	Effect From	Free Days
Import general cargo (open yard / dry warehouse)	From date of complete receive of shipment in yard	10 Days
Export general cargo (open yard / dry warehouse)	- From date of complete receive of shipment in yard - cargo receival time start 7 days prior vessel arrival and end 12 hours prior vessel arrival	15 Days
Dangerous goods, import general cargo (open yard / dry warehouse)	From date of complete receive of shipment in yard till date of loading on vessel or date of delivery to consignee	3 Days
Dangerous goods, Export general cargo (open yard / dry warehouse)	From date of complete receive of shipment in yard till date of loading on vessel or date of delivery to consignee	5 Days
Transshipment general cargo (open yard)	From date of complete receive of shipment in yard till date of loading on vessel	32 Days
Transshipment general cargo (dry warehouse)	From date of complete receive of shipment in yard till date of loading on vessel	15 Days

5.6 STORAGE

Tariff Category	Unit of Measurement	QR
Storage per day – open yard	Per FT, the first 5 days after free days	5
Storage per day – dry warehouse	Per FT for the first 5 days after free days	10
Storage per day transshipment Cargo	Per FT after free days	5
Storage of refrigerated goods – cold store	Per day per FT - with effect from the day of receipt of goods into cold store	35

Note: Storage charges will be doubled after the first slab onward (100%).

5.7 MISCELLANEOUS GENERAL CARGO RELATED CHARGES

Tariff Category	Unit of Measurement	QR
Cancelation of Truck Booking	Per Case	50
Late arrival or cancelation of gang, charges	Per gang	500
Lashing \ unlashing or cleaning gang	Per hour (excluding materials or hot work)	400

6. RORO TERMINAL

6.1 STEVEDORING AND HANDLING

6.1.1 RUBBER TYRE & CHAIN EQUIPMENT

Tariff Category	Unit of Measurement	QR
Rubber tyre vehicles up to 30 FT	Per FT	18
Rubber tyre Vehicles more than 30 FT	Per FT	15
Chain units up to 30 FT	Per FT - including low bed if needed	38
Chain units more than 30 FT	Per FT - including low bed if needed	42

6.1.2 FULL & EMPTY LINER MAFI DISCHARGE \ LOAD

Tariff Category	Unit of Measurement	QR
Full 20'Mafi Trailer	Per Mafi trailer	800
Full 40'Mafi Trailer	Per Mafi trailer	1,200
More than full 40' Mafi trailer	Per Mafi trailer	1,800
20' Mafi trailer discharge MTY	Per Mafi trailer	400
40' Mafi trailer discharge MTY	Per Mafi trailer	600
More than 40' Mafi trailer discharge MTY	Per Mafi trailer	800

6.1.3 EMPTY LINER MAFI BUNDLING

Tariff Category	Unit of Measurement	QR
Bundling \ unbundling charges	Per Mafi bundle	1,300
Loading \ discharging of bundled liner 20' Mafi	Per Mafi bundle	800
Loading \ discharging of bundled liner 40' Mafi	Per Mafi bundle	1,200
Loading \ discharging of bundled liner more than 40' Mafi	Per Mafi bundle	1,800

6.1.4 STATIC AND H/H CARGO

Tariff Category	Unit of Measurement	QR
Static and H\H cargoes from vessel's deck to yard	Per FT	29

6.2 SHIFT ONBOARD AND RE-STOW

Tariff Category	Unit of Measurement	QR
Shifting and\or re-stow of rubber tyre vehicles	Per unit	150
Shifting and\or re-stow of chain units and Mafi	Per unit	500
Shifting and\or re-stow of static and H\H cargo	Per FT	30

6.3 FREE STORAGE DAYS – RORO CARGO

Category	Effect From	Free Days
RORO Import vehicles and cargo	From date of receival in yard	7 Days
RORO Export vehicles and cargo	From date of receival in yard	10 Days
Import DG cargo on RORO	From date of receival in yard	3 Days
Export DG cargo on RORO	From date of receival in yard	5 Days
RORO Transshipment vehicles and cargo	From date of receival in yard	15 Days

6.4 TRANSSHIPMENT – STEVEDORING / HANDLING AND STORAGE

Tariff Category	Unit of Measurement	QR
Transshipment of RORO units (Vessel – Yard – Vessel)	140% of stevedoring and handling charges - Per Unit	140%
Transshipment storage of RORO units, OOG and heavy cargo up to 30 F/T	Per FT, for the next coming days (after free days)	1.6
Transshipment storage of RORO units, OOG and heavy cargo more than 30 F/T	Per FT, for the next coming days (after free days)	0.8

Storage of empty Ro-Ro trailers 20'	Per day, per unit (after the free days)	20
Storage of empty Ro-Ro trailers 40'	Per day, per unit (after the free days)	40
Storage of empty Ro-Ro trailers more than 40'	Per day, per unit (after the free days)	60

6.5 STORAGE CHARGES

6.5.1 RUBBER TYRE & CHAIN EQUIPMENT

Tariff Category	Unit of Measurement	QR
Rubber tyre vehicles up to 30 FT	Per FT, for the first 5 days (after the free days)	10
Rubber tyre vehicles more than 30 FT	Per FT, for the first 5 days (after the free days)	20
Chain units up to 30 FT	Per FT, for the first 5 days (after the free days)	10
Chain units more than 30 FT	Per FT, for the first 5 days (after the free days)	20

Note: Storage charges of Import / export rubber tyre & chain equipment will be doubled after the first slab onward (100%).

6.5.2 STATIC, MAFI CARGO PACKAGES AND H/H CARGO

Tariff Category	Unit of Measurement	QR
Static and H/H Cargo storage	Per FT, for the first 5 days (after the free days)	5

Note: Storage charges for static and H/H cargo will be doubled after the first slab onward (100%).

6.5.3 STORAGE OF EMPTY LINER MAFI

Tariff Category	Unit of Measurement	QR
Empty Ro-Ro trailers 20'	Per day, for the first 5 days (after free days) - per unit	60
Empty Ro-Ro trailers 40'	Per day, for the first 5 days (after free days) - per unit	120
Empty Ro-Ro trailers more than 40'	Per day, for the first 5 days (after free days) - per unit	180

Note: Storage charges for empty liner Mafi will be doubled after the first slab onward (100%).

6.6 DELIVERY CHARGES FROM YARD

6.6.1 RUBBER TYRE & CHAIN EQUIPMENT DELIVERY

Tariff Category	Unit of Measurement	QR
Rubber tyre vehicles up to 30 FT	Per FT	3.5
Rubber tyre vehicles more than 30 FT	Per FT	4.5
Chain units up to 30 FT	Per FT	12
Chain units more than 30 FT	Per FT	10

6.6.2 STATIC AND H/H CARGO DELIVERY

Tariff Category	Unit of Measurement	QR
Static and H\H Cargo	Per FT	18

Note: The service on berth and yard include labors, gears, telescopic cranes and forklifts of SWL 20 Ton or less.

6.7 MISCELLANEOUS RORO RELATED CHARGES

Tariff Category	Unit of Measurement	QR
Starting of units with battery deficiency or similar services	Per unit	60
Towing of non-self-driven units (including non-starting units)	Per unit	350
Late Arrival or Cancelation of gang	Per gang	500
Change of POD or Carrier	Per BL	100
Cancelation of Truck Booking	Per Case	50
Shut Out of loading units or packages	Per BL	185

167. LIVESTOCK TERMINAL

7.1 LIVESTOCK STEVEDORING

Tariff Category	Unit of Measurement	QR
Stevedoring of sheep or goats	Per head	3
Stevedoring of cows, camels, gazelle, buffalo, and horse	Per head	7
Handling for sheep or goats	Per head	3
Handling for cows, camels, gazelle, buffalo, and horse	Per head	7
Wharf cleaning after operations	Per vessel	1,500

8. DRY AND LIQUID BULK CARGO TERMINAL

8.1 STEVEDORING AND HANDLING CHARGES OF DRY AND LIQUID BULK CARGO - IMPORT\EXPORT

Tariff Category	Unit of Measurement	QR
Stevedoring of dry bulk cargo	Per FT	5
Stevedoring of liquid bulk cargo	Per FT	8
Handling of dry and liquid bulk cargoes	Per FT	5
Wharf cleaning during operations	Per day or part thereof	1,000

Note: Stevedoring of dry and liquid bulk cargoes is carried out by using ship's gears and only shipper's/receiver's required equipment.

9. CONTAINER FREIGHT STATION (CFS)

9.1 SHIFTING OF CONTAINERS AND CARGO

Tariff Category	Unit of Measurement	QR
Transportation 20 ft or 40 ft containers out of the terminal to CFS	Per container	320
Handling packages for inspection and loading to consignee truck,	Per FT	20
Handling DG packages for inspection and loading to consignee truck,	Per FT	30
Shifting within CFS warehouses	Per FT	30

9.2 FREE STORAGE TABLE – CFS

Category	Effect From	Free Days
Free storage for import CFS Cargo	From date receival in warehouse	7 Days
Free storage for export CFS Cargo	From date receival in warehouse	10 Days

9.3 CFS STORAGE

Tariff Category	Unit of Measurement	QR
Storage per day – CFS warehouse	Per FT, first 5 Days (after free days)	10
Storage per day – Open yard adjacent to CFS	Per FT, first 5 Days (after free days)	5
Storage of Dangerous goods	Per day per FT (with effect from the day of receipt of goods into store)	35

Note: Storage charges in CFS will be doubled after the first slab onward (100%).

9.4 MISCELLANEOUS CFS RELATED CHARGES

Tariff Category	Unit of Measurement	QR
Nylon wrapping of improper palletized packages	Per package	25
Handling surcharge of un-palletized cargo	Per FT	30%

10.GATE PASS, PERMITS AND SECURITY SERVICES

10.1 GATE PASS FEES

Tariff Category	Duration	QR
Temporary gate pass	1 Day	50
Temporary gate pass	1 Week	100
Temporary gate pass	2 Weeks	200
Temporary gate pass	1 Month	300
Temporary gate pass	3 Months	400
Temporary gate pass	6 Months	800
Gate pass	1 Year	1200

Note: Ministries, government authorities and companies contracted with Mwani Qatar, directly or indirectly, are exempted from the gate permits issuance fees.

10.2 PERMITS AND LICENSES CHARGES

Tariff Category	Unit/Duration	QR
RFID charges	Per truck per RFID tag (Including fixing)	200
Change of RFID tag or truck head/trailer information, registered at the port	Per change (Including fixing)	25
Vessel, clearing and forwarding agency registration fees	First registration	2500
Renewal of Vessel, clearing and forwarding agency registration	Per annum	1250
Ship Chandler Work Permit	First Work Permit	1250
Renewal of Ship Chandler Work Permit	Per annum	650
Ship repair Work Permit	First Work Permit	2500
Renewal of Ship repair Work Permit	Per annum	1250
Ship survey/ Inspection Work Permit	First Work Permit	3500
Renewal of Ship survey/ Inspection Work Permit	Per annum	1750
Hot work permit	Per permit per vessel	250
Oil transfer Work Permit (to or from the vessel)	Per Work Permit	150
Port clearance certificate	Per certificate	150
Trucking company registration	Per annum	250
Bunker supply registration	First registration	2500
Bunker supply registration	Per annum	1250
Waste collection company registration	First registration	2500
Renewal of Waste collection company registration	Per annum	1250
Cargo discharge certificate	Per certificate	50
Damage report	Per report	50

Note: - Private companies clearing their cargo by one of their employees, will be exempted from clearing agent registration fees
- Annual Work Permit & Annual Registration are valid to use in all Mwani Qatar Ports

10.3 SECURITY SERVICES

Tariff Category	Unit/Duration	QR
Security services	Per Person - Per Hour or part thereof	50
Security charge for vessel and yards	Per day or part thereof	1,000
Jersey Barrier	Per unit per day or part thereof	10
Access control barrier	Per day or part thereof	1,400
Fireman watch	Per person per hour or part thereof	100
Fire tender	Per vehicle per hour or part thereof	1,500

Ambulance	Per vehicle per hour or part thereof	500
Escort of security vehicle	Per vehicle per hour or part thereof	500

11.PORT EQUIPMENT, MANPOWER AND SERVICES HIRE CHARGES

11.1 PORT EQUIPMENT HIRE CHARGES

Tariff Category	Unit/Duration	QR
Container spreader or cargo beam – 20ft	Per 8 hrs or part thereof	350
Container spreader or cargo Beam – 40ft	Per 8 hrs or part thereof	600
Steel plate for use inside ship's cargo holds	Per day or part thereof – per piece	150
Steel plate for jetty and yard use	Per day or part thereof – per piece	100
Forklift truck - up to 5 tons	Per hour or part thereof (minimum 2 hours)	175
Forklift truck - 6 to 10 tons	Per hour or part thereof (minimum 2 hours)	350
Forklift truck - 11 to 20 tons	Per hour or part thereof (minimum 2 hours)	450
Forklift truck - 21 to 30 tons	Per hour or part thereof (minimum 2 hours)	600
Forklift truck – Over 30 tons	Per hour or part thereof (minimum 2 hours)	800
Terminal tractor up to 80 tons	Per hour or part thereof (minimum 2 hours)	500
Terminal tractor 81 to 140 tons	Per hour or part thereof (minimum 2 hours)	750
Terminal tractor over 140 tons	Per hour or part thereof (minimum 2 hours)	1,000
Mafi trailer or low bed trailer	Per 8 hour or part thereof - Each	600
Reach stacker	Per hour or part thereof (minimum 2 hours)	700
Empty handler	Per hour or part thereof (minimum 2 hours)	400
Telescopic mobile crane 50 to 60 tons	Per Hour or part thereof (minimum 2 hours)	750
Telescopic mobile crane 61 to 90 tons	Per hour or part thereof (minimum 2 hours)	850
Telescopic mobile crane 91 to 130 tons	Per hour or part thereof (minimum 2 hours)	1,200
Mobile harbor crane 100 tons	Per hour or part thereof (minimum 2 hours)	1,500
Mobile harbor crane 140 tons	Per Hour or part thereof (minimum 2 hours)	1,750
Leaking container chassis (bathtub)	Per day or part thereof	1,500
6 CBM garbage skip	Per skip	900
Yokohama fenders	Per unit per day or part thereof	1500
Man-lift	Per hour or part thereof (minimum 2 hours)	400
Portable aluminum gangway (for vessels)	Per day or part thereof	500
Portable generator for reefer containers (Gen set)	First 8 hours from the time of gate out of the terminal gate	Free
Portable generator (Gen set) after the first 8 hours	Per hour (Till the arrival time to the terminal gate)	50
Hopper for discharge of dry bulk cargo	Per hopper per day	1,000

11.2 MANPOWER HIRE CHARGES

Tariff Category	Unit / Duration	QR
Supervisor / equipment operator	Per hour or part thereof - per person (minimum 4 hours)	50
Foreman / winchman	Per hour or part thereof - per person (minimum 4 hours)	40
Reefer technician	Per hour or part thereof - per person	300
Tally clerk / driver	Per hour or part thereof - per person (minimum 8 hours)	30
Labor / signalman	Per hour or part thereof - per person (minimum 8 hours)	20
Mechanic / electrician	Per hour or part thereof - per person	200

11.3 SERVICE CHARGES

Tariff Category	Unit / Duration	QR
Fresh water supply (shore connection)	Per ton	28
Crew change	Per person	50
Customer owned GENSET annual inspection & certification	Per Generator	300
Online System Services	Per Container	20
Terminal gate weighbridge	Per weight ticket	30

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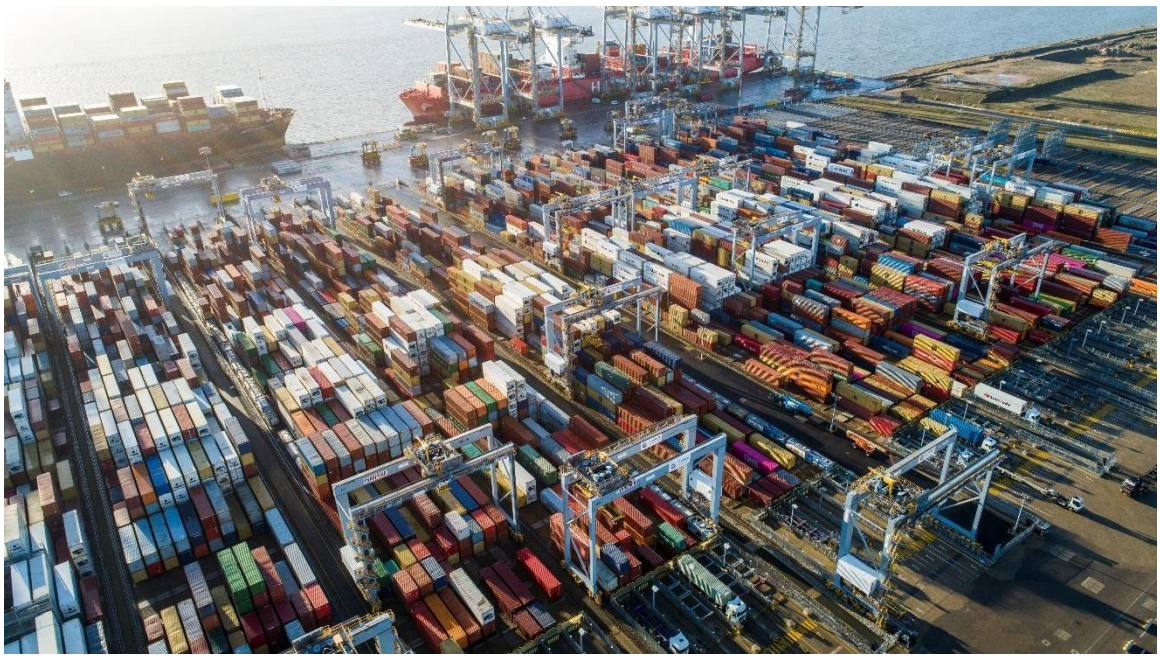
Public Tariff 2022



Effective from 1st of September 2022

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1.Vessel related charges

1.1. Basic Handling charges

Description	**20'**	**40'**	**45'**	**Charge basis**
Discharge / Load - Full Import & Export (01.01.22 – 31.03.22)	£76.12	£76.12	+10%	per container
Discharge / Load - Full Import & Export (01.04.22 – 31.04.22)**	£78.80	£78.80	+10%	per container
Gate Out / In - Full Import & Export	£50.74	£50.74	+10%	per container
Discharge / Load - Empty Import & Export (01.01.22 – 31.03.22)	£74.50	£74.50	+10%	per container
Discharge / Load - Empty Import & Export (01.04.22 – 31.04.22)**	£77.18	£77.18	+10%	per container
Gate Out / In - Empty Import & Export	£49.68	£49.68	+10%	per container
Transhipment - Full (01.01.22 – 31.03.22)	£78.28	£78.28	+10%	per move
Transhipment - Full (01.04.22 – 31.04.22)**	£80.96	£80.96	+10%	per move
Transhipment - Empty (01.01.22 – 31.03.22)	£76.90	£76.90	+10%	per move
Transhipment - Empty (01.04.22 – 31.04.22)**	£79.58	£79.58	+10%	per move
OOG – handled by a standard spreader (including 45' containers)	+10%	+10%	+10%	per container
OOG – handled by an overheight spreader	+50%	+50%	+10%	per container
OOG – handled by non-standard gear	+100%	+100%	+10%	per container
IMDG containers (not including Class 1 or Class 7)	+10%	+10%	+10%	per container
Class 1 or Class 7 surcharge (on application)	+200%	+200%	+200%	per container
Wire Lift Quay crane move	£240.50	£240.50	+10%	per move

** Adjusted due to Red Diesel regulatory change

Included in the fee for Basic Handling Charges are the following:

(a) discharge from Vessel and transport to stack or lift container from stack and load to vessel (please note that each transhipment container will be charged for one discharge move and one load move);
(b) receiving or delivering from/to truck and lift container between truck and stack;
(c) free storage days as agreed;
(d) processing of standard documentation as agreed;
(e) provision of primary computerised documentation as agreed;
(f) all ship planning functions, including production of computerised bay plans; and
(g) the Full – Mainline rate includes up to 4 nested flats provided they can be lifted by standard auto spreader

1.2. Restows

RESTOWS	**Disch. Land and Reload**		
Description	**20'**	**40'**	**Charge basis**
Full and empty (reefer may be subject to power connection charges as applicable)	£156.56	£156.56	per container
OOG – handled by a standard spreader (including 45' containers)	+10%	+10%	per container
OOG – handled by an overheight spreader	+50%	+50%	per container
OOG – handled by non-standard gear	+100%	+100%	per container
IMDG containers (not including Class 1 and 7; POA)	+10%	+10%	per container
Unplanned Restow (not advised prior to arrival)	+50%	+50%	per container

Included in the fee for all Restow items are the following:
(a) movement from one cell on board a vessel to another cell on board the same vessel;
(b) processing of standard documentation as agreed;
(c) provision of primary computerised documentation as agreed; and
(d) all ship planning functions, including production of computerised bay plans.

1.3. Other Ship Operations

Description	Fee	Charge basis
Public Holiday Premium (additional to basic handling charges and restows)	+15%	per container
Hatch Cover Shift on Board with ISO attachments (additional to basic handling)	£761.16	per hatch cover
Handling Lashing bins / Gear Boxes (minimum 2 moves)	£126.86	Per move
Line handling by boat	POA	
Labour ordered not worked due to Vessel absence/fault	£397.55	per crane hour
Removal of jammed twist locks / stacking cones	£114.17	per container
Failure of vessel to depart upon agreed completion		
First hour	£3,528.24	per hour or part
Second hour	£7,055.11	per hour or part
Subsequent hours	£10,583.34	per hour or part
Damage to crane spreader due to defective cell guides (in addition to repair cost)	£529.15	per occasion
Vessel Productivity – Premium above 'standard operation'	As per agreement	

1.4. Yard moves

YARD MOVES	CONTAINER		
Description	**20'**	**40'**	**Charge basis**
Yard Moves – any extra physical yard moves due to the following:			
a. Missing information or change of information related to weight, vessel name or destination (also known as SSR charges; charged as 2 moves)			
Before the container has been in gated or landed at the terminal	£0.00	£0.00	per container
After the container has been in gated or landed at the terminal	£29.28	£29.28	per container
b. Missing information or change of information due to any other reasons	£29.28	£29.28	per container
c. Moves involving 45' containers	+10%	+10%	per move

Mafi hire per day (including two total yard moves)	£158.88	Per Mafi hire Per Day (including two yard moves)
Mafi moves	£20.31	Per move

1.5. Other Yard Operations

OTHER YARD OPERATIONS	CONTAINER		
Description	**20'**	**40'**	**Charge basis**
Flat Rack Bundling – bundling flat racks to make one container	£198.42	£198.42	per bundling/ unbundling
Supply and fit up to 3 straps for bundles of up to 4 flat racks	£129.96	£129.96	Per bundle
Checking hazardous label (Including moves, by request only)	£75.99	£75.99	per container
Applying / Removing of placards and labels (by request only)	£151.94	£151.94	per container
Reception of export containers after the vessel's cut-off time (by request only and subject to approval)	£31.08	£31.08	per container
Pre-Trip inspection - Positioning boxes for PTIs and power consumption	£112.00	£112.00	per container

1.6. Reefer services

REEFER SERVICES (excludes storage)	CONTAINER		
Description	**20'**	**40'**	**Charge basis**
Power supply, monitor and report equipment malfunctions: Reefer surcharge is in addition to the basic handling charges under section 1.1 and the standard storage charges under section 1.7.			
Days 1-7	£50.00	£50.00	per container per day
From day 8	£100.00	£100.00	per container per day
Reset Reefer Temperature (by written request only)	POA	POA	per reset
Reefer Temperature History Request	POA	POA	per container

1.7. Storage

STORAGE		
Description		**Charge basis**
Export free storage period	P.O.A.	per calendar day
Export laden - in excess of free storage period – 1 to 5 days in excess of free storage period	P.O.A.	per TEU per day
Export laden - in excess of free storage period – 6 to 10 days in excess of free storage period	P.O.A.	per TEU per day
Export laden - in excess of free storage period – 11 to 20 days in excess of free storage period	P.O.A.	per TEU per day
Export laden – day 21 or above in excess of free storage period	P.O.A.	per TEU per day
Export empty - in excess of free storage period	P.O.A.	per TEU per day
Import & transhipment free storage period	P.O.A.	per calendar day
Import & transhipment laden – 1 to 5 days in excess of free storage period	P.O.A.	per TEU per day
Import & transhipment laden – 6 to 10 days in excess of free storage period	P.O.A.	per TEU per day
Import & transhipment laden – 11 to 20 days in excess of free storage period	P.O.A.	per TEU per day
Import & transhipment laden – day 21 or above in excess of free storage period	P.O.A.	per TEU per day
Import & transhipment empty – 1 to 5 days in excess of free storage period	P.O.A.	per TEU per day
Import & transhipment empty – 6 to 10 days in excess of free storage period	P.O.A.	per TEU per day
Import & transhipment empty - 11 to 20 days in excess of free storage period	P.O.A.	per TEU per day
Import & transhipment empty – day 21 or above in excess of free storage period	P.O.A.	per TEU per day
OOG and frameless tanks surcharge – handled by a standard spreader	+300%	per TEU per day
OOG surcharge – handled by an overheight spreader	+300%	per TEU per day
OOG surcharge – handled by non-standard gear	+300%	per TEU per day
IMDG containers surcharge	£14.19	per TEU per day

Storage for 45' containers	TEU rate x 3	per TEU per day
Storage for 45' Palletwide containers	TEU rate x 3	per TEU per day
Heavy Lift / Breakbulk free storage period	2 days	per calendar day
Heavy Lift / Breakbulk storage	£300.63	per day
Leaking / Damaged containers - Extra costs will be assessed on a case by case basis		
Damaged units from day 15 will begin to incur storage charges at the 'OOG surcharge – handled by non-standard gear' rate.		

1.8. Conservancy

Conservancy charges for vessels calling at DP World London Gateway Port will be collected by the port.

The applicable charges for vessels discharging / loading at London Gateway are as follows:

All vessels	
Up to 3,000 tonnes	£0.0408
3,001 to 10,000 tonnes	£0.0969
10,001 to 55,000 tonnes	£0.1769
Over 55,000 tonnes	£0.2546

In addition to the conservancy charges collected by the Operator, the Port of London Authority has responsibilities for ensuring navigational safety within its jurisdiction of the River Thames and will collect estuary charges as per the Port of London Authority public tariff. This can be found on their website at www.pla.co.uk.

1.9. Pilotage

Deep drafted vessels will pick up their pre-arranged Thames pilot at the pilot station designated by the PLA prior to transiting to the port.

Pilotage into and out of DP World London Gateway Port is provided by the Port of London Authority. More information on pilotage and charges applicable can be obtained from:

PLA
London River House,
Royal Pier Road,
Gravesend,
Kent DA12 2BG
Tel: 01474 562200
Contact name: Glenda Frost

1.10. Towage

The following companies comply with the PLA 'Code of Practice for Ship's Towage Operations on the Thames' and shipping lines are invited to contact these service providers directly regarding the provision of towage services:

Boluda Towage Europe
3rd Floor, Manorway House
The Manorway
Stanford-le-Hope, Essex
SS17 9LA
Tel: 01375 641288

Svitzer UK
Marine House / Denton Wharf
Mark Lane
Gravesend, Kent
DA12 2PL
Tel: 01474 359361

The port is open to all towage service providers that comply with the PLA Code of Practice for Ship's Towage Operations on the Thames.

1.11. Mooring and unmooring

Vessel mooring and unmooring at DP World London Gateway Port will be performed by the terminal's shore based personnel and charges are agreed with the vessel operator.

The following charges will apply to non-contracted vessels:

LOA up to 250 metres	£1,515.17	per vessel call

251 to 300 metres	£1,696.99	per vessel call
301 to 350 metres	£1,878.81	per vessel call
More than 350 metres	£2,060.63	per vessel call

From the 1st June 2020, a penalty charge of £1,000 per instance will apply to vessels found to be using Dangerously Weighted Heaving Lines (DWHL). This charge is donated to charity.

1.12. Vessel detention

Vessels detained for any reason beyond DP World London Gateway Port's control will incur charges and this will be informed on a case by case basis.

1.13. Vessel solid waste reception

Unless exempted, all vessels calling at DP World London Gateway Port are required to pay a charge towards the cost of waste reception as follows:

Description	Fee	Charge basis
Vessels up to 20,000 Gross Tonnes	£93.03+VAT	per vessel call
Vessels over 20,000 Gross Tonnes	£117.83+VAT	per vessel call

The above costs cover reception of general solid waste (Garbage as defined by MARPOL 73/78). Reception of any other types of waste will be priced on application.

1.14. Port security charges for non-contracted vessels (non-cellular)

A charge of £451.31 per day or part thereof will be applicable to non-contracted vessels.

2. Goods examination, security and infrastructure charges

The following charges are applicable at DP World London Gateway via CNS, all charges sent to clearance charges unless otherwise stated:

2.1. Goods examination

Description	Fee	Charge basis
Import Customs Fee	£18.74	per entry
Import Customs Fee for removals	£11.01	per removal
Export Customs exam (Hold xx) – door side	£100.76	per container
Customs x-ray scanning (Hold Y)	£68.01	per container
Port Health examination – seal check (Hold D)	£100.76	per container
Port Health examination – identity check (Hold W4, W9, H, M)	£100.76	per container
Port Health examination – offload (Hold W2, W3)	£120.50	per container
RPA examinations (Hold F)	£100.76	per container
DEFRA Plant Health & Seed examinations – full load (Hold P3)	£100.76	per container
DEFRA Plant Health & Seed examinations – mixed load (Hold P2)	£120.50	per container
Forestry Commission examination (Hold &)	£100.76	per container
Trading Standards examination (Hold K)	£120.50	per container
Port Health Nut & Spice Inspection (Hold O)	£216.27	per container
Port Health Nut & Spice Inspection (Hold O4) -door side	£100.76	per container
Environment Agency examinations (Hold E4) -door side	£120.50	per container
Export Examination offload (Hold E2)	£404.45	per container
UK Border Force CAP exam (Hold xx)	£404.45	per container
DG / MCA examinations (plus 2 yard moves)	£119.19	per container
Cargo inspections - Remain On Board (ROB) cargo inspection*	£287.00	per container
All other examinations	POA	

*UK authority seal and/or door side examination of containers directly upon discharge from the vessel as authorised by UK Authorities

Examination charges are per container. In the event that DP World London Gateway is instructed by a statutory authority to undertake additional examinations the above charges will apply to each additional occasion the container is requested for examination.

All other examinations will be charged directly by London Gateway.

Charges are increased by RPI for September, as published by the UK Office for National Statistics in October of the previous year.

2.2. Fumigation

Description	Fee	Charge basis
Positioning containers for fumigation or venting	£206.27	per fumigation or vent
Fumigation cost applicable based on type of fumigation required		
Removal and disposal of fumigant residues (incl. handling costs)	£66.67	per container

For any containers that require fumigation please contact the customer services department on 01375 648477 or via email to customer.services@londongateway.com.

2.3. Environmental monitoring and surveys

DP World London Gateway Port has a full-time environment team who is available to offer advice on a wide range of environmental issues.

Hourly charge out rate for the environment team will be £121.21 per hour.

The Environment Team also have access to a number of local contractors which can provide quick and efficient services in the following areas:

- Operational noise and vibration assessments
- Testing of hazardous materials for classification and safety assessments
- Full range of Emergency response (Spill kits, booms, absorbent granules)
- Testing of unknown chemicals that have been released on board
- Identification of non-native animal species and removal/extermination (bees, spiders, reptiles etc)
- Testing of ballast water for non-native species (Chinese Mitten Crab)

- Stack emissions and low sulphur fuel checks
  Inspection and audit capability (MARPOL/IMO)

For further information please contact the environmental team on 01375 648461.

2.4. Security

ISPS per container – full import (charged to Clearing Agent through Community System)	£18.00	per import full container
ISPS per container – full export (charged to Shipping Line)	£5.50	per export full container
Land Tax Recovery Charge – import, export and transhipment, full and empty containers (charged to Shipping Line)	£1.50	per container

2.5. Infrastructure charges

Infrastructure charge	£10.44	per import full container

2.6. Energy Transition

Energy Transition Contribution (contributes in part to the incremental investment required to decarbonise the supply chain through port operations)	£5	per import full container

2.7. Fuel Duty Recovery Fee

Fuel Duty Recovery Fee (Covering the raised cost of fuel to operate the terminal once the current fuel duty exemption ends in line with UK Legislation from April 2022)	£2.93	Per import full container (Applicable from 1st April 2022)

2.8 Energy Adjustment Mechanism (EAM) fee

Energy Adjustment Mechanism	£9.75	Per import full container move

From 1st January, the Energy Adjustment Mechanism fee will be raised to £45 per import laden container due to the significant increase in energy costs. This will be reviewed in December 2022 in the case UK Government action mitigates the need for this increase.

3. Terminal Container Weighing VGM charges

DP World London Gateway Payable per Full Export container to the port-via CNS:

Description	Fee	Charge basis
Where the shipper VGM is provided prior to arrival at the terminal	£1.18	per VGM supplied
Shipper VGM provision after box arrival	£3.54	per VGM supplied
Additional charge if no VGM received 24 hours before the expected arrival of the vessel	£50.00	Per VGM not supplied in time
Where the terminal is requested to weigh the container and provide a Terminal VGM with electronic signature	£20.63	per VGM provided by terminal
VGM Mis-declaration fee (VGM measured by the terminal differs more than 900kg or 5%, whichever is more, from the shipper provided weight)	£50.00	per instance
Additional charge added to the above VGM charges, for Out of Gauge cargo which cannot be lifted by standard spreader without attachments	£53.04	per VGM supplied
Re-weigh request of an import or export container (standard unit)	£56.68	Per standard container
Re-weigh request of an import or export container (reefer unit)	£84.76	Per reefer unit

4. Vehicle booking system (VBS) charges

4.1. Booking a vehicle

A VBS booking is required for all haulier collections/deliveries at London Gateway. Registrations for an account and subsequent bookings can be made here: https://apps.cnsonline.co.uk/uaa/login

4.2. Driver ID cards

To comply with DfT rules and regulations, together with assisting haulage firms with the management of obtaining Driver ID cards, please note the below:-

Drivers MUST have the correct documentation to enter the Port, without this entry will be refused.

- Temporary ID Card – Driving Licence
- Permanent ID Card – Two forms of ID are required.

Driving Licence, plus Passport, birth certificate, EU ID Card or Tachograph Card

Drivers are required to have either a Temporary or Permanent Driver ID Card to enter the Port. Both Temporary and Permanent ID Cards can be requested at the Gate Service Office. The charge will be applied to the company that is linked to the Driver's VBS booking and will appear on the monthly invoice

In order for Haulage companies to have visibility on Driver ID charges being accumulated, an automated daily report is sent to registered hauliers via email

Drivers arriving at the Port requiring a driver ID card should leave extra time for entering the Port and follow the instructions given by our Security Personnel

All drivers arriving at the Port must have a valid VBS slot

4.3. VBS Service Charges

Download the Landside Business update customer announcement 31/05/2022

VBS booking charge will be applicable during peak times:

Monday – Friday

03:00 - 08:00 and 12:00 - 17:00

There will not be additional charges for weekend bookings. Bank holidays will be treated as normal week days, with peak times applicable to charges above.

ITEM	CHARGE FROM 01/09/2022 - 31/08/2023
Peak Booking	£5.00
Off Peak Booking	Free
Saturday Booking charge Sat 18.00 - Sun 06.00 *	£13.54

Manual VBS Appointment ▪▪	£35.00
VBS Late cancellation charge ◊	£25.20
VBS Expiry Charge ●	£55.55
VBS Expiry Charge - Reefer ●	£100.00
Unauthorised Passenger in Cab	£135.31
Requested Container Turns	£34.63
Replacement, Permanent or Temporary Driver ID Card ○	£37.85
Permanent Driver ID Card On-Line [9]	£25.00
Vehicle Euro 3/4/5 Emission Charge ⌂	£5.55
Terminal Damage Administration Fee *(per instance)*	£250.00

** Not currently applied to encourage weekend collection. We reserve the right to reinstate these charges and will provide 14 days' notice in the event of this happening*

▪▪ Manual VBS Booking Request - considered on a case by case basis

◊ VBS Late Cancellation Charge is incurred if booking is cancelled within 60 mins prior to the booking slot

● VBS Expiry Charge is incurred if no vehicle arrives within the VBS booking time

○ Charge for Replacement, Permanent or Temporary (valid for 24 Hours) Driver ID Card [9] Charge for Permanent Driver ID Card application on-line

⌂ Charge for high emission vehicles (Euro 3/4/5)

4.4. Waiver requests

All requests to waiver VBS charges should be sent in writing to the Invoice Enquiries Team at vbsinvoiceenquiries@londongateway.com and should include full justification for the request.

5. Miscellaneous services

5.1. Stevedoring & labour

5.1.1. Stevedoring for non-contracted vessels

Gang hire (8 members) -*charge per gang per hour* (min charge 8 hours)
-Monday – Friday 07:00 – 17:00 £272.73

Out of hours operations -*charge per gang per hour* (min charge 8 hours)

-Monday – Friday 17:00 – 07:00 £327.28
-Saturday 00:00 – Monday 07:00 £381.82
-Public Holidays £436.37

Gang hire cancellation with less than 12h notice 8 hours charge

Standing by-vessel or goods - *charge per gang per hour* (min charge 8 hours)
-Monday – Friday 07:00 – 17:00 £181.82
-Monday – Friday 17:00 – 07:00 £218.18
-Saturday 00:00 – Monday 07:00 £254.55
-Public Holidays £290.92

Standing by-adverse weather- *charge per gang per hour* (min charge 8 hours)
-Monday – Friday 07:00 – 17:00 £181.82
-Monday – Friday 17:00 – 07:00 £218.18
-Saturday 00:00 – Monday 07:00 £254.55
-Public Holidays £290.92

5.1.2. Labour charges

Labour (Border Control Post Operatives)* £48.09/ man hour
Labour (Landside / Shipside Operatives)* £54.12/ man hour
Labour (Engineering Operatives)* £60.12/ man hour
*Weekends and out of hours requests: +50% with minimum charge of 4 hours
*Public holidays: +100% with minimum charge of 4 hours
*min 1 hour

Escorting by supervisor within DP World London Gateway premises £100.00/ man hour

5.2. Ancillary charges

Description	Fee – Standard ISO unit	Fee – Non ISO/ requires wire lift	Charge basis
Mis-declared Freight Kind (charged to shipping line)	£123.76	£247.52	per container
Automated Yard Crane lift (only use of crane-further charges not included)	£42.09	£84.18	per lift
Weighbridge use and certificate	£36.07	£72.14	per container

Indicative import container crane weight (uncertified)	£12.72	£25.44	per container
Use of leaking tray/Drip pit (cleaning and disposal POA)	£303.03	£606.06	per day
Mafi hire (including one yard move)	£60.02	£120.04	per day
Fitting or replacement seals supplied by London Gateway	£12.72	£25.44	per seal
Provision of photos as required	£12.72	£25.44	per set
Supply of OCR pictures	£12.72	£25.44	per set
Gas check	£12.72	£25.44	per check
Any yard move within the port (excluding lifts - one way)	£54.12	£108.24	per move
Any shunt within London Gateway - outside the ISPS area (excluding lifts - one way)	£80.38	£160.76	per shunt
Any reachstacker move within port premises	£67.10	£134.20	per move
Overheight Frame Lift via Reachstacker	£134.20	£268.40	per move
Forklift hire (inclusive driver)	£66.66	£133.32	per hour
All moves involving cargo that requires handling with OOG equipment are subject to 100% surcharge • Wire lift via Reachstacker – requires pre booking via LG.Cargoman@dpworld.com • Overheight Frame via Reachstacker – requires pre booking via LG.Cargoman@dpworld.com			
Printout of Dangerous Goods Notes or other documents	£12.72	£25.44	per print
Applying or removing of placards and labels	£138.18	£276.36	per container
Direct delivery of ship stores will incur the charge for Escorting by a Supervisor within London Gateway premises	£100.00	£200	per man hour
Direct deliveries-High value cargo/ Hazardous/ Other	£125.00	£250.00	per truck
Oil Spill Socks	£6.67		per sock
Oil Spill Mats	£12.72		per pack of 10

Oil Spill Granules	£24.06	per 20kg bag
Disposal of oil waste items	£9.68	per sack
Pallet refurbishment	£29.47	per pallet
Pallet replacement	£47.15	per pallet
Administration charges	POA	

All moves involving cargo that requires handling with OOG equipment are subject to 100% surcharge.

P.O.A. for use of any of rail facilities at London Gateway.

For further details please contact the customer services department on 01375 648477 or via email to customer.services@londongateway.com.

5.3. Devanning

Description	Fee	Charge basis
Devanning charge (palletised)	£412.63	per container
Devanning charge handball	POA	
Storage of palletised cargo-1 to 7 days*	£18.04	per pallet per day
Storage of palletised cargo-8 or more days *	£30.07	per pallet per day

*Storage of palletised cargo is considered on case by case basis.

For quotations please contact the customer services department on 01375 648477 or via email to customer.services@londongateway.com.

5.4. Overweight containers/ Lightening

Description	Fee	Charge basis
Removal of pallets and loading to waiting curtainsider and re-positioning remainder of pallets	£412.63	per container
Removal of pallets and loading to waiting curtainsider	£309.48	per container

Removal of non-palletised cargo and loading to waiting curtainsider	POA

For quotations please contact the customer services department on 01375 648477 or via email to customer.services@londongateway.com.

5.5. Heavy lift/ Breakbulk

Heavy Lift/ Breakbulk *	£24.06/tonne or £6.00/m³	per tonne or per m³ (whatever is the greatest)
Cargo too large to fit between crane legs and requiring berth freeze in back reach or other operational suspension *	£1,698.12	Surcharge per item

*Excludes lifts and lashing material and labour

For quotations please contact the customer services department on 01375 648477 or via email to customer.services@londongateway.com.

5.6. Car packing

20ft Containers (dry/reefer)	£252.52
40ft Containers (dry)	£343.64
40ft Containers (reefers)	£430.56

For further information please contact the customer services department on 01375 648477 or via email to customer.services@londongateway.com.

5.7. Photography and Filming

Access to the terminal for the purposes of commercial filming and photography is handled on a case by case basis. Pricing is available on application and dependant on the specific details of the request.

Enquiries: customer.services@londongateway.com

5.8. Delegation rooms

Delegation rooms are available in our No1 Building. For prices and further information please contact the Customer Services Department on 01375 648477 or via email to customer.services@londongateway.com.

5.9. Site tours

Site tours of the port and logistics park are available on request for individuals or groups. For further information and prices please e-mail enquiries@londongateway.com.

Additionally DP World London Gateway organises Insight Days on a regular basis for interested parties to visit the port premises in order to gain a better understanding of the developments. To book a place please contact insightday@dpworld.com.

5.10. Emergency services

In special circumstances, the appropriate charge incurred as made by the Authority concerned will be for the account of the shipping line or other party as appropriate.

5.11. Pre-slung goods / shippers own lifting gear

Before any such goods are handled, a current test certificate for the Shippers Own equipment must be produced.

5.12. Other services

All other services not included in this tariff will be priced on application. Please contact DP World London Gateway Port's Customer Services on 01375 648477 or by e-mail to customer.services@londongateway.com.

5.13. Opening hours

For Opening hours please refer to the DP World London Gateway website www.londongateway.com.

6. General Trading Terms & Conditions

A copy of the General Trading Terms & Conditions is available on the DP World London Gateway website www.londongateway.com.

General notes:

*VAT will be added to the prices where appropriate at the rates applicable at the time.
*Administration fee will apply for detailed ad-hoc requests and agreed on case by case basis.
*Tariffs on a per day basis will also apply to part days.

Systems

As DP World London Gateway Port's chosen community system, CNS provides the customs-approved electronic solution to enable commercial and regulatory stakeholders to move cargo through the port and park as efficiently as possible.

For further information, please visit the CNS website www.cnsonline.net or contact the CNS helpdesk on 02380 799600.

APM TERMINALS Lifting Global Trade.

Mobile, Alabama

TERMINAL OPERATOR SCHEDULE

APM TERMINALS MOBILE, LLC

No. APM Terminals Mobile, LLC – 1

This operator schedule (the "Operator Schedule") is published pursuant to section 8(f) of the Shipping Act of 1984 as amended by the Ocean Shipping Act of 1998 and the regulations of the Federal Maritime Commission (Title 46 Code of Federal Regulations Part 525).

The rules, rates, regulations, and/or charges set forth in this Operator Schedule shall apply to marine terminal services provided by APM Terminals Mobile, LLC (hereinafter referred to as "APMT MOBILE") at the port location of:

901 Ezra Trice Blvd., Mobile, Alabama, 33603

The effective date of this Operator Schedule unless otherwise indicated is:
September 1st*, 2008* and remains in effect until amended or canceled by APMT Mobile.

Contact http://www.apmterminals.com/en/mobile

Revised: October 1, 2022

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17 PART I

17.1 DEFINITION OF TERMS

ITEM 001 Chassis

Skeletal equipment, flatbed, or other vehicle furnished by drayman for transport of its containers.

ITEM 005 Containers

A single rigid, Intermodal dry cargo, insulated, refrigerated, flat rack, liquid tank, or open-top container within the size lengths of 20', 40', 45', demountable, without wheels or chassis attached, furnished or approved for transportation of commodities aboard vessels. It must meet ISO standards and have construction, fittings, and fastenings compatible with lift beams and able to withstand, without permanent distortion, all of the stresses that may be applied by container lifting and handling equipment, consistent with the safety requirements of CSC plates (Convention for Safe Containers).

ITEM 010 Delivery

The delivery of a loaded or empty container and/or chassis from point of rest in yard to an inland carrier or local drayman. Delivery does not include any other service(s).

ITEM 020 Dockage

The charge assessed against a vessel for berthing at a wharf, pier, bulkhead structure or for mooring to a vessel so berthed.

ITEM 025 Effective Date

The date a schedule or an element of a schedule, or any amendment thereto, becomes effective.

ITEM 030 Grounding

The physical lifting of a loaded or empty container from a chassis or other conveyance to the ground. Grounding does not include any other service.

ITEM 035 Handling and Drayage

The service of physically moving cargo between point of rest and any other place on the Terminal facility, other than the end of ship's tackle. Handling does not include any other service.

ITEM 040 Heavy lift including Out of Gauge and Breakbulk Cargo

The service of providing heavy lift cranes and equipment for lifting cargo that extends beyond the standard dimensions of containerized cargo, usually requiring special lifting gear.

ITEM 045 Package

The largest single unit used to transport the goods, such as a pallet, skid, van, container or trailer, etc., or a single machine or item of equipment, etc. and not the individual contents, pieces, boxes, parts or components thereon, therein or thereof, whether such unitization, packing or stuffing, and sealing is by the Merchant or on his behalf and that the shipper may have furnished the contents of such sealed container.

ITEM 050 Rate

The price quoted in a schedule for providing a specified service or facility for a stated cargo quantity, or after a stated effective date or within a defined time frame.

ITEM 055 Receiving

The receipt of a loaded or empty container and/or chassis from an inland carrier or local drayman to any Point of Rest within the Terminal as designated by APMT MOBILE. Receiving includes weighing of containers received at main gate. Receiving does not include any other service(s).

ITEM 060 Schedule

The publication, as amended from time to time, containing the rates, charges, classification, regulations and practices of a marine terminal operator.

ITEM 065 Straight Time

The rates provided herein are for work performed during the hours of 8:00 a.m. to 12 noon and from 1:00 pm to 5:00 pm, Monday to Friday. All ILA holidays specified in the collective bargaining agreement are in effect for the port in which the Terminal is located governing the employment of longshore labor by any employer, being excepted.

Services provided by APMT MOBILE for the convenience of any User outside the aforementioned hours and service performed on Saturdays, Sundays and ILA holidays shall be subject to a surcharge on the applicable rate. Straight Time referred to in this Operator Schedule as "ST".

ITEM 070 Vessel

A floating craft of every description and includes owner and/or operator and/or such other persons acting as agents thereof, including charterer and sub-charterer, and they shall be responsible for all charges incurred by vessel.

ITEM 075 Wharfage

A charge assessed against the cargo or vessel on all cargo passing or conveyed, onto, or under wharves or between vessels (to or from barge, lighter, or water), when berthed at wharf or when moored in slip adjacent to a wharf. Wharfage is solely the charge for use of a wharf and does not include charges for any other service. 1 ton = 2000 lbs.

ITEM 080 Export Cargo

Cargo received at the port for loading on a vessel for transportation or shipment to a foreign or domestic port or destination from a rail, Vessel or motor carrier.

ITEM 085 Import Cargo

Cargo received at the port from a foreign or domestic port or origin, discharged from a vessel, and to be loaded to rail, vessel, or motor carrier.

ITEM 090 Terminal Demurrage

A charge assessed for providing storage in or on Terminal facilities after the expiration of free-time.

ITEM 095 Point of Rest

A point or area within the Terminal which is designated for cargo or equipment to be placed and held for movement to or from a vessel or domestic motor carrier or rail.

ITEM 100 Loading or Unloading

LOADING OR UNLOADING applies to the service of loading or unloading cargo between any place on the Terminal and railroad cars, trucks, vessels, or any other means of conveyance. LOADING OR UNLOADING does not include special stowage, blocking or bracing, sorting or grading, stripping or stuffing containers, or otherwise selecting the cargo for the convenience of carrier or consignee. APMT MOBILE will not consider itself to be the consignee on cargo destined for water movement.

ITEM 105 Holidays

New Year's Eve
New Year's Day *
Mardi Gras
Good Friday
Memorial Day
Independence Day
Labor Day *
Thanksgiving Day *
Christmas Eve *
Christmas Day *
Martin Luther King's Birthday
Veterans Day

Holidays marked with an asterisk (*) are no work Holidays. Christmas Eve is a no work Holiday after 1800. Any other Holiday that may be proclaimed by the State, Federal Authority or the International Longshoreman's Association will be observed. When any Holiday falls on Sunday, the following Monday will be observed as the Holiday.

ITEM 110 Terrorism, Terrorist Acts

Activities against persons or property of any nature involving the preparation to use, the use or the threat to use force or violence of any nature that injures, damages, interferes with, disrupts or contaminates persons or property, including intangible property, communication, electronic, information or mechanical systems where the purpose or result of such activities is to cause a Transportation Security Incident (TSI), as defined in 33 CFR 101.105, or otherwise damage, intimidate, or coerce a government, its economy, the military arm of a government or its civilian population and its apparent purpose is to further political, ideological, religious, social or economic objectives or to express opposition to political, ideological, religious or social systems. The term "damage" and the corollary terms included therewith shall include damage caused incidentally through the efforts of legitimate government to oppose, prevent and contain acts of terrorism.

ITEM 115 Free-time

The period specified in the marine terminal Operator Schedule during which cargo may occupy space assigned to it on Terminal property, including off-dock facilities, free of Terminal demurrage immediately prior to the loading or subsequent to the discharge of such cargo on or off the vessel.

ITEM 120 On Dock Rail Moves

Mobile, Alabama rail facilities are currently considered near dock. There is no direct on-dock rail operation within the APMT MOBILE facility at this time.

ITEM 130 Merchant

A shipper, holder of a bill of lading, consignee, receiver of any goods, any person owning or entitled to the possession of such goods or of a bill of lading relating to goods, their respective principals and anyone acting on behalf of such person.

ITEM 135 User

Any Merchant, vessel owner or operator, ocean carrier (whether vessel operating or non-vessel operating), freight forwarder, broker, motor carrier, rail carrier, container lessor, or any agent, contractor or representative of the aforementioned persons who use or benefit from use of the Terminal.

ITEM 140 Terminal Facility, Terminal or Facility(ies)

The marine terminal and other facilities, including the Intermodal Container Transfer Facility (the "ICTF"), under the jurisdiction and control of APMT MOBILE.

APM TERMINALS Lifting Global Trade.

18 PART II

18.1 GENERAL RULES AND REGULATIONS

RULE 1 LOCATION OF TERMINAL & FACILITIES

901 Ezra Trice Blvd.
Mobile, Alabama
33603

1 (251) 300-3050

APMT ICTF
1460 Intermodal Rail Drive
Mobile, Alabama 33603

1 (251) 300-3050

Web Address: http://www.apmterminals.com/en/mobile

RULE 2 USE OF TERMINAL SERVICES & FACILITIES, DEEMED ACCEPTANCE

The use of wharves, services and/or entry upon the Terminal, facilities or property under the jurisdiction and/or control of APMT Mobile shall be deemed complete acceptance of and agreement to be bound by this Operator Schedule and the terms and conditions contained herein, as from time to time amended.

APMT MOBILE may subcontract all or any portion of the terminal services at its discretion and without notice, including without limitation to related/affiliated entities, with all benefits, defenses, exceptions, immunities and limitations upon liability set forth in this Operator Schedule to remain applicable whenever claim is made against the Terminal and/or any servant, agent, contractor or any whose services have been used to perform terminal services or otherwise respecting the goods.

RULE 3 WORKING HOURS OF THE APMT MOBILE TERMINAL

The normal working hours are from 8:00 a.m. to 12 noon and from 1:00 p.m. to 5:00 p.m., Monday through Friday, holidays excepted. When any type of terminal services are required, outside of the recognized working hours stated, prior arrangements must be made with APMT MOBILE, and schedule rates plus applicable Over Time costs and minimum labor guarantees will be charged.

RULE 4 TERMINAL SAFETY, SECURITY AND REGULATORY

Entering the Terminal at APMT MOBILE is deemed valid consent to security screening of persons, personal possessions and vehicles as well as monitoring via video cameras. All persons requesting permission to enter the Terminal are required to apply for and be issued a terminal ID card. APMT MOBILE reserves the right to suspend or revoke access to this Terminal for a failure to obey terminal safety and security policies. It is unlawful for any person to loiter upon the Terminal property and it is unlawful for unauthorized persons to enter through the perimeter fence, which constitutes the Terminal restricted area. The Terminal is private property and all persons entering thereof do so at their own risk and APMT MOBILE assumes no responsibility for injuries or damages sustained.

All persons requiring or being provided "unescorted access" to and within the Terminal , upon the Terminal's determination of an appropriate, acceptable business purpose for entering the Terminal, will require possession and presentation upon entry of a U.S. Federal Government issues TWIC identification card, when enrollments for the surrounding port area are determined by TSA and announced by the U.S. Coast Guard Captain of the Port, in accordance with the TWIC implementing NVIC expected to published by the Coast Guard in the summer of 2007. This Terminal will not "escort" regular longshore, container truck drivers, frequent vendors, etc. in the normal course of day - to - day business. Escorts will only be employed in unusual or extraordinary circumstances.

Intra-terminal transportation will be provided by the APMT MOBILE Security force, upon request by vessel crew members.

Each User shall provide a suitable vehicle and warrants that same is in good working order, and which meets all licensing and safety standards as promulgated by State, Local or Federal government, or agencies thereof, for safe loading or unloading of cargo. Each User agrees that it shall be liable for, and will indemnify and hold APMT MOBILE harmless from all fines, fees or expenses whatsoever imposed upon or incurred by the APMT MOBILE for any violations whatsoever of any rule, regulation or law caused by any condition otherwise within such User's control.

Each User agrees to provide for APMT MOBILE's inspection of, prior to the commencement of cargo operations, valid registration and certificates applicable to all Gear and as required under all applicable Regulations.

Each User warrants that all Containers which are being transported pursuant to a vessel's Bill of Lading shall at all times be properly documented with correct weights and shall be tendered in the manner provided for under federal law;

Each User warrants that all Containers under his control, and to be handled under the terms of this contract, shall at all times be in conformance with the Convention for Safe Containers (CSC);

Each User agrees that its chassis shall at all times be maintained in good working order to accommodate each User's Containers and meet all licensing and safety standards as promulgated by state, local or federal governments or agencies thereof.

Each User agrees that shipment delays, charges and/or costs, including any civil fines, associated with noncompliance with the terms of this paragraph shall be the responsibility of the User and that these fines will include OSHA citations when applicable.

Each User agrees that all vessels are fitted with automatic or semi-automatic twist locks in good working order. Each User is responsible to provide separate identifiable bins for defective cones and twist locks to be placed out of service and repaired.

Each User agrees that all vessels are properly outfitted with access railings, lashing platforms, deck lighting to ensure the safety of vessel crew and APMT MOBILE labor required to work onboard the vessel at the Terminal.

Each User agrees that, with respect to its Containers laden with labeled and/or (hazardous) cargoes, which are being transported pursuant to each User's or Vessel's Bill of Lading, each User shall ensure that such shipments are documented, labeled, and secured in accordance with current International Maritime Organization (IMO) requirements appearing in the International Maritime Dangerous Goods Code and, when such Containers are to be offered for transport within the transportation infrastructure of the United States, in accordance with current regulations promulgated under any governmental authority with jurisdiction over same. APMT MOBILE and User agree that all incurred costs associated with non-compliance with the terms of this section shall be borne exclusively and individually (but not jointly) by the party defaulting on such terms.

All trucks and motor vehicles having business at the Terminal facility, including its owners, operators and drivers shall observe and comply fully with the safety regulations, speed limit and other traffic signs or notices as posted. At no times are passengers or animals not having business on Terminal or onboard a vessel permitted. All Terminal yard equipment has the right of way at all times.

Only official vehicles with business to conduct with the vessel are allowed in the vicinity of the vessel and must be parked on designated locations. Any vehicles parked in unauthorized locations will be towed at the owners expense.

At no time are weapons permitted on Terminal or in any motor vehicle.

RULE 5 RENTAL, LOAN, AND UTILIZATION OF TERMINAL EQUIPMENT

Rental or loan of equipment is subject to availability and at the option of APMT MOBILE. Rental rates do not include equipment operator or any transportation out of the Terminal. Rental shall commence from the time the equipment is made available to renter. The party renting the equipment shall, at its own expense; return the equipment to the Terminal in the same good operating order and condition as such party received it.

It is expressly understood that the equipment will be utilized in a careful and proper manner under the direction and control of the User, and the User is responsible for the operation thereon and assumes all risk for injuries or damages which may arise or grow out of the use or operations of such equipment. It is incumbent upon the User to make a thorough inspection and satisfy himself as to the physical condition and capacity of the equipment, as well as the competency of the operator, there being no representation or warranty by APMT MOBILE with respect to such matters.

Renters and users shall indemnify and hold harmless APMT MOBILE from and against all liability, losses, claims, demands, and suits for damages to persons or property, including death and personal injury, and including costs of suit and attorneys' fees, incident to or resulting from its use of the equipment.

RULE 6 RIGHT TO REFUSE CARGO, CONTAINER, OR EQUIPMENT

APMT MOBILE reserves the right to reasonably refuse cargo, container or equipment, without responsibility for demurrage, loss, or any liability, consequential or otherwise. APMT MOBILE also reserves the right to reasonably refuse to accept, receive, or load cargo, container or equipment or to permit vessel to load or discharge cargo, containers, or other equipment in APMT MOBILE's sole discretion.

RULE 7 VESSEL SAFETY

Each Vessel that calls at APMT MOBILE will be inspected for safety prior to offloading cargo, an activity that is designed to ensure a safe working environment for all parties involved. Discrepancies will be addressed with the master/chief mate to identify issues that can be rectified by the crew themselves. Prominent issues that would require ship owners to engage will be addressed to the master/chief mate and communicated to the APM Terminals Corporate Safety Director. The specific discrepancies as well as how to rectify these matters will be documented.

Users must provide safe access for all longshoremen, stevedores, and Terminal management in accordance with IMO and OSHA regulations. Any citations received by APMT MOBILE for substandard vessel conditions will be the sole responsibility of each User.

Vessel bunkering operations must be coordinated so that they are not conducted outboard of cargo operations.

Hot work requests onboard vessels or for vessel equipment on Terminal must be approved by APMT MOBILE prior to commencing work.

Any vessel crew member departing vessel during port stay must meet all Personal Protection Equipment (PPE) requirements, including but not limited to hardhat, safety vest and safety shoes. Vessel personnel are not permitted to transit the Terminal on foot, nor be transported in any Terminal equipment other than Security shuttle vehicle. APMT MOBILE reserves the right to deny entry into the Terminal either through the entry gate or off of a vessel for any crew member not meeting these requirements.

RULE 8 PORT SCHEDULES AND GOVERNMENT REGULATIONS

The rates herein are exclusive of any Wharfage, mooring, dockage or other services provided under applicable schedules issued by governmental entities or port authorities unless otherwise specified. Charges for such services shall be for the applicable User's account.

The applicable User shall at all times comply with all applicable requirements, laws, rules and regulations, including but not limited to directives of customs authorities and any other governmental authority having jurisdiction and shall be responsible for any charges resulting from such governmental authority.

RULE 9 ROYALTY AND ASSESSMENTS

All Tonnage Assessments, and/or any other local tonnage/container assessments will be for account of the ocean carrier issuing the bill of lading or its agent or representative who owns or operates a vessel.

RULE 10 PAYMENT OF CHARGES

All charges for services rendered under this Operator Schedule will be invoiced to the applicable User as determined by APMT MOBILE. Invoices covering charges as issued by APMT MOBILE are due and payable upon presentation. Any invoice remaining unpaid for 30 days after the invoice date will be delinquent and interest shall accrue on such outstanding amounts at the lesser rate between the cumulative rate of 1.5% per month and the highest interest rate permitted under the applicable law of the state in which the Terminal is located. All reasonable costs and fees of collection (including reasonable attorney fees and expenses) will be added to remaining due past such 30 day period.

Cargo will not be received, handled or delivered unless charges are prepaid or credit has been established.

The services, rates and charges provided in this Operator Schedule also apply to vessel operators not included in the definition of common carrier in Section 3 (6) of the Shipping Act of 1984 unless prior arrangement has been made with APMT MOBILE.

The applicable Users at APMT MOBILE shall be required to permit access to manifests, loading or discharge lists, rail or motor carrier freight bills or other pertinent documents for the purpose of audit to determine the correctness of reports filed or for securing necessary data to permit correct billing of charges.

APMT MOBILE may extend credit to any User upon application for credit and demonstration of financial responsibility. Credit worthiness may be established through current financial statements (certified by an independent certified public accountant) or other acceptable evidence of financial responsibility and by furnishing at least three satisfactory credit references; including a bank reference.

For Users not granted credit, APMT MOBILE may extend credit to those Users who will post and maintain a Letter of Credit or Indemnity Bond in the form and content, and with a company acceptable to APMT MOBILE in an amount equal to the maximum liability for a period of time determined by APMT MOBILE.

Letters of Credit and Indemnity Bonds are required to insure APMT MOBILE against the loss of funds and indemnify APMT MOBILE in full payment of bills that accrue for the use of the Terminal or services rendered by APMT MOBILE.

Extension and continuation of existing lines of credit shall be conditioned upon the prompt payment of bills as specified above at the sole discretion of APMT MOBILE.

Any commodity or RULE not included in this Operator Schedule may be covered by special arrangement with the carrier, shippers or consignees.

Full inbound and outbound service and facilities charge will be assessed on cargo received at or on the Terminal and later withdrawn.

RULE 11 BILLING DISPUTES

Questions regarding the validity of invoices or charges in dispute must be submitted in writing to APMT MOBILE within ten (10) days after the presentation of the invoice. Invoices not disputed in writing within this ten (10) day period will be deemed accepted without dispute by the invoiced party.

In the case where an invoice is in dispute in part, the undisputed amount of the invoice is to be paid in full.

Amounts invoiced for services rendered shall not be subject to offset.

RULE 12 FURNISHING OF INFORMATION TO TERMINAL FOR EXPORT CARGO

The following information may be required for acceptance of export cargo and/or containers into the Terminals:
Exporter/shipper
Freight Forwarder
Booking number
Destination
Exporting Carrier/Vessel
Commodity
Number of pieces
Weight/Measurement
Identification Marks/Container and chassis numbers
Hazardous certificate in compliance with IMDG Code/49CFR (if applicable)
Special Services, like reefer settings, etc.
Seal(s) number(s)

RULE 13 HEAVY LIFTS AND OVER-SIZED CARGO

Charges to be determined by the equipment and labor required. Rates and charges will be quoted on request.

All heavy-lifts and over-sized or fragile cargo are handled at the option of APMT MOBILE and subject to availability of Terminal equipment and at the owner's risk. Certain cargo may have to be loaded on board vessels or delivered out of Terminal directly upon receipt and at the option of APMT MOBILE. Users must advise APMT MOBILE before arrival of vessel or delivery of cargo to the Terminal.

Customers must provide proper physical data including center of gravity.

RULE 14 STORM PROTECTION

In cases where advance warnings that storms of severe winds or hurricane intensity are expected to pass over or near the Terminal, the owners of all cargo stored in the open are required to take protective measures, both for the cargo and the protection of the Terminal. Should the owner fail to provide such storm protection, APMT MOBILE is authorized to protect such cargo using commercially reasonable efforts considering the time, conditions, and materials available against storm damage completely without liability by APMT MOBILE and charge the cost of this storm protection against the cargo or User at APMT MOBILE discretion.

RULE 15 UNDELIVERED CARGO AND EQUIPMENT

Cargo and/or equipment which is Customs released and undelivered or remains on the Terminal beyond applicable free time, may at the option of APMT MOBILE as Terminal operator, be placed in public storage at the risk and expense of the goods.

Cargo and/or equipment remaining on the Terminal in excess of 30 days and without prior written consent from APMT MOBILE will be considered as abandoned, and may be sold for collection of storage, demurrage and any other charges due to APMT MOBILE. Registered notification will be sent to the owner of record ten days before such sale. Any monies received in excess of the charges due, will be returned to the person who can provide title to the goods if claimed within three months of the mailed notice and if not claimed within this time period may be retained by APMT MOBILE.

Alternatively APMT MOBILE for cargo remaining on Terminal in excess of 30 days shall have the option with 5 days' notice to the owner of record to dray cargo off dock or to the ICTF. Owner of record shall be responsible for all charges including but not limited to Part III Section 4.03 Movement of Containers item (B), Section 6.01 Standard Road Gate Package items D (1) and D (2), Section 8.11 Administrative Charges item (E). Charges shall be paid prior to release of cargo to the owner of record. For the avoidance of doubt any containers drayed to the ICTF under this option will continue to accrue demurrage in accordance with Rule 21 and Part III Section 8.02 until removed from the Terminal.

RULE 16 FORCE MAJEURE

APMT MOBILE is not responsible and shall not be held liable for any consequences or claims arising from any act of God or other event beyond the control of APMT Mobile, including but not limited to storms, earthquakes, floods or fires or similar disasters or from any stoppage of work or delays occasioned by strike, slowdown, government restraints, war or hostilities, riots, civil unrest, embargoes, machine breakdown, shortage of power supply, acts of terrorism, cyber attacks, epidemics, pandemics, storms, tempest, typhoon, tsunami or any other cause beyond the control of APMT MOBILE.

RULE 17 INSURANCE

Rates and charges published in this Operator Schedule do not include insurance of any nature. Users shall be responsible for obtaining their own marine liability and/or cargo insurance. All parties using the Terminal, by such use, warrant to APMT MOBILE that said parties carry sufficient amounts of general liability, public liability, vehicle liability and worker's compensation insurance to cover their activities, equipment, cargo, personnel and property at APMT MOBILE's facilities.

RULE 18 NOTIFICATION OF LOSS OR DAMAGE

Notice of loss or damage to cargo or equipment must be submitted in writing to APMT MOBILE at the time of removal of goods. If loss or damage is not apparent, then notice must be given within three days of delivery. Failure to notify APMT MOBILE of any loss or damage within this time period shall be deemed a full release and waiver of any claim for loss or damage to cargo or equipment.

In any event, APMT MOBILE shall be fully discharged and released from all liability for loss or damage to cargo or equipment unless suit is brought within one (1) year after delivery of the goods or the date when the goods should have been delivered.

RULE 19 CONTAINERS LOADED IN EXCESS OF CAPACITY

The rates, rules and regulations published in this Operator Schedule are not applicable to containers loaded in excess of their rated capacity or applicable law. APMT MOBILE will NOT be required to use its mechanical equipment (designed for movement or carriage of containers) or the container crane to be used in any way to lift, move or transport a container loaded in excess of its rated capacity or applicable law, should the Terminal equipment or the crane be used to lift, move or to transport a container which is loaded in excess of its rated capacity or applicable law, the party or parties, causing such unauthorized use shall be held liable for all losses, claims, demands and suits for damage including damages for death and personal injury, and including court costs and reasonable attorney's fee, incident to or resulting from such unauthorized use. APMT MOBILE shall be entitled to deconsolidate any container loaded beyond its rated capacity or beyond limits permitted by applicable law and use any reasonable means

to remove such cargo fro the Terminal, including sale. The party deemed by APMT MOBILE to be the party responsible for the overweight situation shall be responsible for such charges or costs.

RULE 20 FREETIME AND DEMURRAGE ON EXPORT CARGO

1. FREE TIME PERIOD

A. General cargo containers and tank containers – Five (5) consecutive business days, exclusive ofSaturdays, Sundays and legal holidays (unless the Terminal is open), will be allowed for general cargo containers and tank containers to be loaded to vessel or to be removed from Terminal.

B. Temperature controlled containers/tanks – Two (2) consecutive business days will be allowed fortemperature controlled containers/tanks to be loaded to vessel or to be removed from the Terminal.

C. Hazardous cargo in non-temperature controlled containers, bulk or tanks – Five (5) consecutivebusiness days, exclusive of Saturdays, Sundays and legal holidays (unless the Terminal is open), will be allowed for hazardous cargo in non-temperature containers, bulk or tanks to be loaded to vessel or to be removed from the Terminal.

2. COMPUTATION OF FREE TIME PERIOD

Free time on export cargo shall commence at 8:00 a.m. on the day after the said cargo is received at the Terminal facility. No free time will be allowed on loaded containers that arrive on Terminal and subsequently depart without any vessel movement in between arrival and departure.

3. SCALE OF DEMURRAGE CHARGES

At the expiration of free time period demurrage shall be assessed in accordance with the attached rate schedule.

A. Except as otherwise provided in this section demurrage shall be for the account of the applicableUser, as reasonably determined by APMT MOBILE, with an interest in the container or its contents.

B. At the time export cargo is received by the Terminal a receipt shall be issued evidencing receiptof the cargo, which shall show the date of receipt and shall identify the vessel on which the goods are to move. The identification of the vessel is made for the purpose of determining the applicationof free time.

C. When the loading of export cargo into a vessel is prevented by any factor immobilizing the Terminal in all or in part, such as weather conditions, strike or work stoppage of longshoremen or personnel employed by APMT MOBILE or water carrier or other reasons outside of the control of APMT Mobile, Cargo which remains at the Terminal beyond the designated free time shall remain subject to the demurrage charges in accordance with this rule and otherwise in accordance with applicable law.

4. TRANSFER OF OWNERSHIP OF CARGO FOR EXPORT

The transfer of ownership of cargo for export after said cargo has been received at a Terminal facility shall not entitle such cargo to additional free time.

5. REMOVAL OF EXPORT CARGO FROM TERMINAL FACILITY PRIOR TO LOADINGINTO VESSEL

A. If export cargo is not loaded into a vessel and is, at any time, removed from the Terminal facility,the said cargo shall be subject to demurrage rules set forth above and all applicable gate charges, grounding and/or mounting of container charges in Part III. Said charges shall be assessed from the

day the cargo was received at the Terminal to the day of its removal there from, with no free time allowed.

B. In addition, said cargo shall be responsible for the receipt and delivery labor costs incurred byAPMT MOBILE as a consequence thereof.

C. Such removal shall not excuse any demurrage charges that accrued prior to the removal.

6. RESPONSIBILITY FOR PAYMENT OF DEMURRAGE AND OTHER CHARGES

A. Except as otherwise provided, demurrage and other charges specified herein, shall be for the account of the applicable User with an interest in the cargo or the equipment.

B. Demurrage and other charges shall be due and payable to APMT MOBILE upon expiration of Terminal free-time.

C. APMT MOBILE has the right to require payment in full of any and all such charges before such cargo leaves the Terminal or to hold other cargo related to the same User until APMT MOBILE is paidin full.

RULE 21 FREETIME AND DEMURRAGE ON IMPORT CARGO

1. FREE TIME PERIOD

CONTAINERIZED CARGO (House Containers):

A. General cargo containers and tank containers – Five (5) consecutive business days, exclusive ofSaturdays, Sundays and legal holidays (unless the Terminal is open), will be allowed for the removalof containers discharged from vessels.

B. Temperature controlled containers/tanks – Two (2) consecutive business days will be allowed for the removal of temperature controlled containers/tanks discharged from vessels.

C. Hazardous cargo in non-temperature controlled containers, bulk or tanks – Five (5) consecutivebusiness days, exclusive of Saturdays, Sundays and legal holidays (unless the Terminal is open), will be allowed for the removal of hazardous cargo in non-temperature controlled containers, bulk or tanks discharged from vessels.

D. Airplane Parts/Project Cargo - no free time past day of discharge.

2. COMPUTATION OF FREE TIME PERIOD

Free time on import cargo/containers shall commence at 8:00 a.m. on the first business day following discharge of the individual piece of cargo or container from the vessel. No free time will be allowed on loaded containers that arrive on Terminal through the Terminal gates.

3. SCALE OF DEMURRAGE CHARGES

At the expiration of free time period, demurrage shall be assessed in accordance with the attached rate schedule.

4. TRANSFER OF OWNERSHIP OF CARGO

The transfer of ownership of cargo after said cargo has been received at a Terminal facility shall not entitle such cargo to additional free time.

5. RESPONSIBILITY FOR PAYMENT OF DEMURRAGE AND OTHER CHARGES

A. Except as otherwise provided, demurrage and other charges specified herein shall be for the account of the cargo.

B. Demurrage and other charges shall be due and payable when service is provided.

C. APMT MOBILE has the right to require payment in full of any and all such charges before such cargo leaves the Terminal facility.

6. EXTENSIONS OF FREE TIME AND DEMURRAGE PERIODS

In the event the applicable User can demonstrate it has attempted to retrieve the cargo or portion thereof during the free time period and APMT MOBILE is unable to make available to such User such cargo or portion thereof due to reasons within the control of or fault of APMT Mobile, the free time shall be extended for a period equal to the duration of APMT MOBILE's inability to make the cargo available.

When a User is prevented from removing cargo from the Terminal by factors beyond APMT MOBILE's control, such as, but not limited to, longshoremen's strikes, trucking strikes or weather conditions which affect the entire port area or a substantial portion thereof, Containers which remain at the Terminal beyond the designated free time shall generally remain subject to the demurrage charges; provided that, waivers of demurrage or extensions of free time may be considered in circumstances where cargo is unavailable for retrieval due to no fault of the User in accordance with applicable law, including 46 CFR Part 545 Interpretive Rule on Demurrage and Detention .

Demurrage will commence on the next day after the expiration of free time. For any free time extension of ten (10) or more days, demurrage will accrue from the expiration of free time at the final tier rate.

Container(s) not removed from the Terminal within the free time period may, at any time thereafter, at the option of the User and or APMT MOBILE be placed in public storage at the risk and expense of the goods subject to any charges which may have accrued prior to removal and said expenses which may accrue as a result of said removal and said expenses and said charges shall be a lien on the goods or any other goods located on the Terminal at present or in the future that relate to the same User. All demurrage charges that may have accrued prior to the removal of the goods in public storage shall be assessed and collected.

RULE 22 FREETIME AND DEMURRAGE ON TRANSSHIPMENT CARGO

1. FREE TIME PERIOD

Free time on transshipment cargo shall be Five (5) consecutive business days, exclusive of Saturdays, Sundays and legal holidays (unless the Terminal is open).

2. COMPUTATION OF FREE TIME PERIOD

Free time on transshipment cargo shall commence at 8:00 a.m. on the day after the said cargo arrives at the Terminal facility.

3. SCALE OF DEMURRAGE CHARGES

At the expiration of free time period, demurrage shall be assessed in accordance with the attached rate schedule.

A. Except as otherwise provided in this section demurrage on transshipment cargo shall be for the account of the applicable User as reasonably determined by APMT MOBILE.

B. When the loading of transshipment cargo into a vessel is prevented by any factor immobilizing the Terminal in all or in part, such as weather conditions, strike or work stoppage of longshoremenor personnel employed by APMT MOBILE or water carrier, cargo which remains on the Terminal

beyond the designated free time shall remain subject to the demurrage charges in accordance with this rule.

4. REMOVAL OF TRANSSHIPMENT CARGO FROM TERMINAL FACILITY PRIOR TOLOADING INTO VESSEL

A. Subject to the provisions above, if transshipment cargo is not loaded into a vessel and is, at anytime, removed from the Terminal facility, said cargo shall be subject to demurrage rules set forth above for import and export cargo and all applicable gate charges, grounding and/or mounting of container charges in Part III. Said charges shall be assessed from the day the cargo was received at the Terminal to the day of its removal there from. No free time shall be allowed for said cargo.

B. In addition, said cargo shall be responsible for the receipt and delivery labor costs incurred by APMT MOBILE as a consequence thereof.

5. RESPONSIBILITY FOR PAYMENT OF DEMURRAGE AND OTHER CHARGES

A. Except as otherwise provided, demurrage and other charges specified herein for transshipment cargo, shall be for the applicable User as reasonably determined by APMT MOBILE.

B. Demurrage and other charges shall be due and payable to APMT MOBILE upon expiration of Terminal free-time.

C. APMT MOBILE has the right to require payment in full of any and all such charges before such cargo leaves the Terminal or to hold other cargo related to the same User until APMT MOBILE is paidin full.

RULE 23 STORAGE FOR EMPTY CONTAINERS AND CHASSIS

To the extent that space is available and working conditions permit, empty containers and chassis may be returned to APMT MOBILE for temporary storage after delivery of cargo. Acceptance is at APMT MOBILE's sole discretion and subject to storage charges in Part III. No free time shall be allowed for empty containers or bare chassis.

When the loading of empty containers into a vessel is prevented by any factor immobilizing the pier Terminal in all or in part, such as weather conditions, strike or work stoppage of longshoremen or personnel employed by APMT MOBILE or water carrier, empty containers which remain at the Terminal beyond the designated free time shall remain subject to the storage charges in accordance with Part III.

RULE 24 INQUIRIES AND REQUESTS

All requests, complaints, and inquiries on matters relating to rates, rules and regulations in this Operator Schedule may be directed to:

901 Ezra Trice Blvd.
Mobile, Alabama
33603

1 (251) 300-3050

Web Address: http://www.apmterminals.com/en/mobile

RULE 25 OPERATOR OF TERMINAL

APMT MOBILE reserves the absolute right to the use of the facilities it operates, and permission for the use thereof must be obtained from APMT MOBILE.

RULE 26 CONSENT TO THE TERMS OF THE SCHEDULE OF RATES

Any User of the Terminal and any other facilities under the jurisdiction and control of APMT MOBILE shall constitute a consent to and agreement to be bound by the terms and conditions of this Operator Schedule and evidences an agreement on the part of all Users to pay all applicable charges and be governed by all rules and regulations published herein.

RULE 27 SCHEDULE OF RATES RESTRICTIONS

At APMT MOBILE's discretion, articles considered as cargo of a particular hazard (33 CFR 126.10) or of an otherwise restricted nature, or of uncertain value shall not come under this Operator Schedule or be provided with terminal services.

APMT MOBILE shall not load or discharge IMO class 1.1, 1.2 and 1.5 explosives and IMO class 7 cargo without prior express written consent from APMT MOBILE. Any request must be received a minimum of seven (7) days before receipt in order for APMT MOBILE to evaluate and determine if cargo can be accepted. APMT MOBILE reserves the right to refuse receiving this cargo on Terminal. If accepted, an additional administrative surcharge will be quoted by the Terminal Services Manager. Vessels with such cargo at APMT MOBILE discretion may berth at APMT MOBILE but in any event may not discharge such cargo or have such cargo relocated onboard while on berth without written permission from APMT MOBILE.

RULE 28 SHIPBOARD WELDING/BURNING

Shipboard welding and/or burning of any type is strictly prohibited while vessels are berthed at APMT MOBILE without express written authorization from the manager of the Terminal.

RULE 29 REMOVAL OF OBJECTIONABLE CARGO

APMT MOBILE reserves the right to move freight or other material, which in their judgment is likely to damage other property, to another location at the risk and expense of the User, as reasonably determined by APMT MOBILE, with a relationship with the cargo.

RULE 30 LIEN

Any and all services performed on the Terminal, including but not limited to container related services, including interest on unpaid service, shall give rise to a lien in favor of APMT MOBILE against the vessel, container, chassis, the cargo, or any other tangible property whatsoever (the "Collateral"). APMT MOBILE shall have a possessory lien on Collateral located in the Terminal or other areas outside the Terminal under APMT MOBILE's control. APMT MOBILE may exercise its lien to satisfy unpaid obligations both with respect to cargo currently in its possession and with respect to past due amounts. APMT MOBILE may with or without prior notice to the applicable User, sell the contents of a container or any cargo to satisfy unpaid obligations, including any internal administrative or outside legal costs of APMT MOBILE.

RULE 31 OVER TIME WORKING HOURS

When APMT MOBILE performs work at other than straight time hours for the convenience of the cargo interests, the applicable charges under this Schedule of Rates (Part III) shall be applied, plus additional labor charges and other applicable charges. For avoidance of doubt all hours outside of Monday-Friday 0800-1200, 1300-1700 are considered over time, as are holidays noted in Item 105.

RULE 32 WAIVER OF IMMUNITY; LIMITATION OF LIABILITY

Any user of APMT MOBILE, in consideration for services performed and the use of the Terminal facilities, waives any defense of sovereign immunity or other limitation of liability (statutory or otherwise) to charges, fees or damages sought to be recovered by APMT MOBILE.

RULE 33 TRUCK SERVICE SCHEDULING

A. BREAKBULK

1. APMT MOBILE reserves the right to handle breakbulk cargo. Requests must be submitted andapproved by Terminal prior to any cargo arriving at the Terminal.

2. All truck scheduling must be done on a prior day order by 12:00 pm. All scheduled trucks mustbe registered in person by 12:00 p.m.

3. Unscheduled trucks must register in person by 12:00 p.m. and will be worked as time permits. Any loading or unloading beyond 5:00 p.m., whether to complete or start a new job, may be performed on an approved Over Time basis subject to payment of additional charges.

B. CONTAINERS

1. All transactions intended to be conducted at the Terminal must have a pre-approved appointment scheduled in the Terminal appointment system. An administrative fee of $35.00 per occurrence will be assessed for failure to appear for confirmed appointments.

2. Grounded Stacks and Empty Container Yards

The Terminal will weigh, receive, and dispatch containers from 7:00 a.m. until 5:00 p.m Monday-Friday, excluding Holidays. Drivers must be in the inbound lane by 4:00 pm for a receipt or delivery.

Late arrivals will be processed by appointment only and on an Over Time basis subject to additional charges and availability of applicable government agencies.

3. Drivers delivering or picking up Out of Gauge Cargo, Flat or Tank containers that involve mountingor demounting the User's own equipment be present at the loading site before 3:00 p.m.

APMT MOBILE shall not be required to perform mounting or demounting after 5:00 p.m. unless an appointment for Over Time has been arranged prior to 3:00 pm subject to additional charges.

RULE 34 VESSELS REQUIRED TO USE TUG ASSISTANCE

Vessels docking or undocking at the Terminal will be required to use tug assistance unless other arrangements have been made with APMT MOBILE prior to docking or undocking. Failure to comply with this requirement could result in denial of a berth at APMT MOBILE's discretion.

RULE 35 VESSEL TO VACATE BERTHS

On requests for a berth, APMT MOBILE will designate the particular berth at which the vessel shall dock. APMT MOBILE does not guarantee to furnish docking facilities. Arrangement must be made in advance of arrival of vessel in order to assure docking facilities.

APMT MOBILE may order any vessel to vacate any berth when it takes a berth without prior approval from APMT MOBILE or APMT MOBILE deems that the continued presence of such a vessel at such berth would be a potential hazard to the vessel, the berth, the facilities or the rights or property or safety of others. Such situations include, but are not limited to potential natural disasters such as hurricanes, tornadoes, earthquakes or flooding and such events as strikes, acts of terrorism or war.

APMT MOBILE may order any vessel to vacate any berth when it is deemed that the continued presence of such vessel is occupying berth space otherwise required to berth the vessels of other Users. No User shall have a preferential berth unless expressly stated in writing between APMT MOBILE and that User.

APMT MOBILE shall provide written notice (administrative message, facsimile transmission, etc.) to the Steamship Line, Ship's Agent, or party arranging for berthing of the vessel advising of the requirements to vacate and referring to this Operator Schedule Rule in the communication. The notice shall state the time that the berth must be vacated and shall be presented at least four hours prior to said time.

If the vessel fails to promptly vacate as ordered, it shall be responsible for any damage or expense which may be incurred by APMT MOBILE, the vessel or others as a result of such failure to vacate. APMT MOBILE shall have the option, but not the duty, of moving the vessel to another location at the risk and expense of the vessel. If such movement occurs, the vessel shall indemnify and hold APMT MOBILE harmless, except for APMT MOBILE's gross negligence, for any damage or liability, which may occur as a result of such movement. Failure to comply with an order to vacate will result in a charge to the vessel of $1,250 per hour for each hour, or fraction thereof, of non-compliance. This charge shall be a minimum estimate of the damages to APMT MOBILE and shall not constitute a waiver by APMT MOBILE of any greater actual damages, it may sustain as a result of the vessel's failure or refusal to vacate. Refusal to vacate may result in denial of future berthing privileges.

RULE 36 DISCHARGING OF OILS, NOXIOUS LIQUID SUBSTANCES ANDGARBAGE

The discharging of ballast, bilge, oil contaminated water, noxious liquid substances, sewage, garbage or any debris into slips, channels or on the Terminal is strictly prohibited. Violators will be subject to charges, penalties and fines as may be determined by APMT MOBILE. Direct contact must be made with a USCG approved contractor for the removal of the aforementioned materials in a manner consistent with MARPOL and any other federal and local regulations which may control the disposal of ballast, bilge, oil contaminated water, noxious liquid substances, sewage, garbage or any debris.

APMT MOBILE must approve any requests to discharge any items listed in Rule 36 prior to commencing operations.

RULE 37 SAFETY – PORT USER LIABILITY

Parties using APMT MOBILE are required to conform to any and all municipal, state and federal law, codes or regulations, including but not limited to OSHA, USCG, EPA, Department of Homeland Security, and DOT and will be held responsible for any violations of same and will indemnify and hold harmless APMT MOBILE and its affiliates for any liability resulting from such violation.

RULE 38 VESSELS REQUIRED TO COMPLETE LOADING/DISCHARGING

In order to alleviate any current or future congestion, APMT MOBILE may require any vessel already in berth, or about to berth, to work continuously to completion of loading/discharging at the vessel's expense. Should the continuous loading/discharging requirement be terminated by APMT MOBILE, when the agents and/or owners of the vessel are so requested, the vessel shall vacate the berth. Reassignment to a berth for completion of loading/discharging will be at APMT MOBILE's discretion. Any vessel refusing to vacate the berth after being so notified, may be subject to removal by APMT MOBILE at the relevant User's risk and expense, including any damage, except that caused by APMT MOBILE's gross negligence. APMT MOBILE may assess an additional dockage charge of $1250 per hour, or fraction thereof, commencing two (2) hours after notice to vacate is given, and will be assessed in addition to Dockage charges published elsewhere in this Operator Schedule.

RULE 39 MOVEMENTS OF VESSELS

Vessels moored alongside vessels which are docked at piers or bulkheads for the purpose of delivering to or taking cargo or supplies from such vessel must, at the request of APMT MOBILE, temporarily move, if they, in the judgment of the APMT MOBILE, are blocking the ingress or egress of a vessel ready to be docked or undocked. When vessels have finished discharging or taking on cargo, their right ceases to the use of the dock, pier, or bulkhead and such vessels must, at the request of APMT MOBILE, surrender the berth.

RULE 40 RECEIPT OF EXPORT CARGO

Export cargo can received at the Terminal up to 7 calendar days prior to vessel arrival. Export receiving window shall not open for more than two (2) vessels at one time for vessels in the same service without consent of APMT MOBILE, in the event of vessels falling off rotation the third vessel may be prevented from opening. Earlier receiving of export cargo is at the sole discretion of APMT Mobile. Late receiving after cutoff "Late Gate" shall be at the sole discretion of APMT MOBILE and additional charges may apply. Vessel stowage shall be provided by Carrier for Late Gate cargo in the initial stowage plans, if vessel stowage is not provided, APMT Mobile shall make reasonable efforts to ensure loading and any additional labor hours to revise vessel plan shall be invoiced as per Part III Section 8.07 Extra Labor Man Hour Rates. In the event Late Gate cargo does not load due to failure to provide stowage, chargesin Part III Section 4.02 Rolled Container and demurrage under Rule 20 may apply.

All export cargo must be properly blocked and braced upon arrival to the Terminal. If it is deemed by APMT MOBILE at any time before the cargo is loaded that this requirement has not been met, the export cargo will not load and the cargo owner will be notified and responsible for redelivery charges per Part III Section 6.01 (E) and any additional costs incurred by APMT MOBILE as per the Extra Labor Man Hour and Equipment Rental rates in Part III sections 8.07 and 8.08.

For the receipt of Export Hazardous cargo an electronic pre-advise (COPRAR) for any hazardous load prior to arrival at the Terminal must be received.

RULE 41 RESPONSIBILITY FOR DAMAGES

Users shall be responsible for all damage resulting from the use of APMT MOBILE property and facilities. APMT MOBILE reserves the right to repair, replace, or contract for the same, or otherwise cause to be replaced or repaired, any and all damages to the Terminal property and facilities including damages to docks, piers, bulkheads, wharves, cargo, containers, and their contents if loaded; equipment, rail, shop facilities, water, heat, light, etc., and hold any relevant User or any other party or parties that may be in any way considered responsible for the damages liable for payment of damages, together with all interests, costs and attorney's fees that may be incurred in the collection of the damages. APMT MOBILE may detain any vehicle, common carrier, vessel, water craft, etc., that it may consider responsible for any damage to the Terminal until sufficient security has been given to cover all damages, interest, costs and attorney's fees. This Rule is not to be construed as holding APMT MOBILE liable for any portion of such damages caused by APMT MOBILE's gross negligence.

RULE 42 LIMITATION OF LIABILITY

1. Subject to the provisions of paragraph (2) below, APMT MOBILE assumes no liability for loss or damage to freight or cargo handled or transshipped through a Terminal.

2. APMT MOBILE shall be liable only for damage resulting from its gross negligence to exercise due andproper care in performing the services and affording the facilities provided for herein. In no case shall APMT MOBILE be liable for a sum in excess of $500 per package or per customary freight unit for non-packaged objects unless the relevant User, prior to the commencement of such services or use of the Terminal , declares a higher value in writing AND pays to APMT MOBILE, in addition to the other chargesfor such services as herein set forth, a premium computed at one percent (1%) of the declared value ofeach package or non-packaged object. In the event of a higher value being declared in writing AND thepayment of one percent (1%) premium, the liability of APMT MOBILE, if any, for damage resulting fromAPMT MOBILE's gross negligence in performing the services and affording the facilities provided for

herein shall be determined on the basis of such declared value, or a pro rata portion of such declared value in the case of partial loss or damage, provided such declared value does not exceed the actual value of the cargo. The word "package" shall include any container; van, trailer, pallet, or all other types of cargo unitization. The word "customary freight unit" shall mean the unit on which ocean freight was or is to be calculated for any objects not shipped in a "package" as defined hereunder. In no event shall APMT MOBILE be liable for more than the loss or damage actually sustained, either up to the $500 per package limitation or such higher value if declared and the premium has been paid. Each USER shall ensure that its bills of lading or contracts of affreightment contain a Himalaya Clause that extends all rights, remedies, exceptions, defenses and limitations available to USER to APMT MOBILE including, but not limited to, the Carriage of Goods by Sea Act (COGSA) and U.S. $500 per package or customary freight unit limitations as set forth therein. In any event, USER shall defend, hold harmless and fully indemnify APMT MOBILE for any liability or exposure in excess of COGSA's $500 per package or customary freight unit limitations or in failing to extend COGSA to APMT MOBILE. APMT MOBILE shall not be liable for any consequential damages, expenses, incidental damages or special damages or loss of profits or revenue in connection with its performance of services or furnishing of facilities, and APMT MOBILE shall have the option, at its sole discretion, of replacing any lost property or cargo and/or replacing or repairing any damaged property or cargo. APMT MOBILE's liability for any other loss other than related to cargo damage shall not exceed $10,000.

3. APMT MOBILE will not be liable for any delay, loss or damage arising from strikes , slowdowns, lockouts or labor disturbances of any persons in its employ or in the service of others nor for any causesarising there from, nor any causes unavoidable or beyond its control. APMT MOBILE accepts no responsibility for damages or accidents occurring when its equipment and/or operators or employees are furnished to perform work for third parties, except that caused by APMT MOBILE's gross negligence.

4. APMT MOBILE will not be responsible for damage sustained or caused by containers or cargo becauseof weather conditions, including but not limited to wind or flooding or any other causes beyond your reasonable control. APMT MOBILE accepts no responsibility for loss sustained by containers or cargo remaining in the pier area or in the stacks at any time. APMT MOBILE accepts no responsibility for injuries or death, damages or delays caused by cargo handling equipment, including but not limited to cranes, container handlers, container transporters or utility trucks and/or the operators of said equipment where the equipment is leased by APMT MOBILE to an applicable User and the equipment isin the custody and control or supervision of the said User.

5. APMT MOBILE shall not be liable for loss of or damage to the contents and the Carrier shall indemnifyAPMT MOBILE against any injury, loss, damage, liability or expense whatsoever incurred or claimed byAPMT MOBILE if such loss of or damage to the contents and/or such injury, loss, damage, liability or expense has been caused by all matters beyond APMT MOBILE's control including, inter alia, without prejudice to the generality of this exclusion.

a) the manner in which the container has been packed; or
b) the unsuitability of the goods for carriage in containers; or
c) the unsuitability or defective condition of the container or the incorrect setting of anythermostatic, ventilation, or other special controls thereof.
d) insufficient or defective condition of packing or marks
e) inherent vice of the goods

6. Carrier shall make no claim against APMT MOBILE for an amount less than US$1,500 (One thousand,five hundred United States Dollars) for any single incident or series of incidents arising from a commoncause.

7. All parties to whom berths, wharves, transit sheds, mechanical equipment or other facilities have been assigned shall be responsible and liable to APMT MOBILE for any damage occurring to such propertyduring their tenancy, occupation and/or use without regard to whom shall cause the damage, except that caused by APMT MOBILE's gross negligence. All such parties further agree to indemnify and hold harmless APMT MOBILE for any and all personal injuries and/or property damage caused by the negligence of the party or the parties' agents, employees and/or servants.

8. Each USER shall promptly notify APMT MOBILE in writing upon becoming aware of any matter whichgives rise to or may give rise to a claim for loss or damage(s) against APMT MOBILE, stating in reasonable detail the nature of the matter and claim and, so far as practicable, the amount claimed. Noamounts shall be payable by APMT MOBILE with respect to any claim unless USER has given APMT MOBILE notice of such claim in accordance with the preceding sentence (except to the extent APMT MOBILE is not prejudiced by any delay in the delivery of such notice).

9. In any event, APMT MOBILE shall be discharged from any and all liability for (i) any loss or damage to the goods or (ii) any claim of whatsoever kind, nature, or description arising out of or related to a USER'S use of APMT MOBILE wharves, facilities, or any services provided to USER by APMT MOBILE unless suit is brought against APMT MOBILE within one year after delivery of the goods or the date whenthe goods should have been delivered. Suit shall not be considered "brought" for the purposes of this Rule unless process shall have been actually served and/or jurisdiction obtained over APMT MOBILE within the specified one-year period.

RULE 43 TERMINAL SECURITY FEE

A Terminal Security Fee per container is applicable to all full containers loaded or discharged. Only one charge will apply to a transshipped container. Containers moving via the rail without vessel movement will also be charged a terminal security fee. Non-containerized cargo will be charged on a per short ton basis. All security charges are for the account of the B/L carrier.

Please refer to Section 8.05 Terminal Security Fee rates.

RULE 44 TERRORISM

APMT MOBILE shall not, under any circumstances, be liable for damage or injury caused to any User or the property of Users as a result of direct or indirect acts of terrorism.

RULE 45 HAZARDOUS CARGO

The following data is required for the delivering of hazardous cargoes to the Terminal:

A. Complete shipper's name and address and, where possible, telephone numbers for emergencies.
B. User listed either separately or in the billing letterhead.
C. Complete consignee's name and address, including the overseas port of destination on exports.
D. Proper DOT shipping name, which is the technical name of the chemical involved. It must be as listedin the Code of Federal Regulations Title 49-Part 172.101. NOTE: Use an application as described in 172.200 through 172.203.
E. Hazardous class of the material being shipped.
F. Kind and number of containers and individual weights or total weight.
G. Placards applied on all four sides per IMO and government regulations. For rail containers placardsmust be at least five feet above bottom rail of container.
H. Shipper's certification. A shipper's certification must appear on every bill-of-lading or shippingdocument provided. The correct wording of this certification is as follows:

THIS IS TO CERTIFY THAT THE ABOVE-NAMED MATERIALS ARE PROPERLY DESCRIBED, CLASSIFIED, PACKAGED, MARKED AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF USCG/DOT/IMO AND/OR ANY OTHER CONTROLLING FEDERAL AND/OR STATE REGULATIONS.

This is to be accompanied by a legible signature of the person certifying.
I. Properly documented special instructions, exceptions or exemption information, if required.

For the receipt of Export Hazardous cargo an electronic pre-advise (COPRAR) for any hazardous load prior to arrival at the Terminal must be received.

All of the above must be complied with or the shipment will not be received by APMT MOBILE.

RULE 46 INDEMNITY

In addition to any other specific remedies provided herein or under applicable law, except as may be caused by APMT MOBILE's gross negligence (and then only to the extent of such gross negligence), any applicable User agrees to defend, indemnify and save harmless APMT MOBILE and its affiliates and their respective officers, directors, agents, employees, successors and assigns from and against all causes of actions, losses, liabilities, claims, demands judgments, expenses and suits for damages, including death and personal injury, including costs and reasonable attorney's fees, incident to or resulting from their operations on the Terminal and/or the use of the Terminal's services, equipment and facilities.

RULE 47 ACCEPTANCE OF CARGO OR COMMODITY FOR HANDLING OR STORAGE; RESPONSIBILITY FOR CONSEQUENTIAL DAMAGE AND INFESTATION

When any cargo or commodity is accepted for handling or storage, it is understood and agreed that any and all losses, damage, or costs of fumigation, incurred by APMT MOBILE attributable to or because of infestation or inherent vice of the cargo or commodity in question, shall be for the account of the relevant User.

RULE 48 TERMINAL PROPERTY

The Terminal property is not a public thoroughfare and all persons and vehicles entering thereon must have authorization to enter the Terminal property and do so at their own risk. Such persons and vehicles by entering the Terminal property, agree to obey and be bound by all rules, regulations, signs, policies, security, and traffic control devices applicable thereto, including maximum posted speed limits within the Terminal property, and to park only in designated parking locations on the property. All persons or vehicles entering upon the Terminal property shall carry such forms of identification as may be required by public or governmental authorities or APMT MOBILE and shall display such identification to APMT MOBILE upon request. All vehicles, persons and accompanied and unaccompanied baggage is subject to search.

RULE 49 DELAYS AND DETENTIONS

The relevant User shall hold harmless and indemnify APMT MOBILE for delays or demurrage on railroad cars, highway trucks, or detention on vessels.

RULE 50 LABOR DISPUTES, STRIKES

In the event of a strike, slowdown, lockout, or other labor disturbances involving a vessel at berth or one waiting for berth (whether it involves the vessel's crew or otherwise) which will, in the sole judgment of APMT MOBILE, interfere with, disturb, or impede operations of the Terminal, APMT MOBILE may cancel such vessel's right to take berth or refuse to accept her at the berth, and in the event such vesselhas taken berth, APMT MOBILE may order such vessel out of berth. Should any vessel berth or interferewith other vessels' ingress to or egress from the berth after being informed of the inability of APMT MOBILE to accept the vessel, or should the vessel refuse to vacate after being berthed, said vessel, herowners, agents and operators shall be liable for damages as hereinafter set forth.

RULE 51 GENERAL ORDER LIEN

APMT MOBILE will place a lien on cargo which is ordered by United States Customs to be placed into a General Order warehouse. Any and all Terminal costs incurred in connection with complying with any Government authority shall constitute the amount of the lien.

RULE 52 DAMAGED CARGO

In the event a vessel operator/owner or its representative requests that APMT MOBILE move damaged containers or cargo, the vessel operator shall submit a written request to APMT MOBILE describing the cargo or container it wishes APMT MOBILE to move and stating that the party requesting the move agrees to accept any and all responsibility for the costs of the move and any and all damage that results from said movement and the cost of subsequent storage of the container or cargo pending repair or transshipment.

RULE 53 DAMAGED OR ABANDONED EQUIPMENT

APMT MOBILE will not permit storage of damaged, abandoned, miss-delivered, or unidentified equipment owned by third parties on the Terminal. The relevant User shall be allowed:

Fifteen (15) days to repair or remove damaged equipment from the Terminal. Minor and roadability repair is defined as damages that require less than 1.25 hours of repair time provided the driver is able to pull the equipment to the roadability lane. Examples of roadability repair are lights, lenses, tires, mud flaps, FHWA inspection, sweep out, or any combination of repairs that do not exceed 1.25 hours for repair.

Commencement of the fifteen (15) days will be from the first day after terminal operating system has been updated noting damage status.

After 45 days, APMT MOBILE has the option to move containers to an off-dock facility, and all associated charges for such movement will be for the account of owner.

RULE 54 STORAGE OF EQUIPMENT UPON BANKRUPTCY

Equipment including but not limited to a container or a chassis remaining on the Terminal 30 days after its owner or lessee has ceased operations due to bankruptcy or has gone out of business will be charged a storage charge on equipment. This charge will be $55.00 per unit, per day and it will be assessed against the equipment from the date of the ceased operations and must be paid prior to release of the equipment. The amount due must be paid by the party requesting the release of the equipment.

RULE 55 SPECIAL SERVICES

Upon request and with advance arrangements, APMT MOBILE will provide special services not listed in Part III. Charges for these services will be based on labor billed at the Extra Labor Man Hour rates in Section 8.07, plus equipment rental rates in Section 8.08, plus the cost of materials plus thirty (30) percent. Charges are subject to minimum labor requirements and will be billed where applicable.

RULE 56 VERIFIED GROSS MASS

The International Maritime Organization (IMO) through the International Convention for the Safety of Life at Sea (SOLAS) requires that no loaded container may be stowed aboard a Vessel until the shipper provides a verified gross mass (VGM) of the container to the Ocean Carrier and APMT MOBILE. The Ocean Carrier is responsible for providing the verified gross mass (VGM) of any cargo laden export container. (See Section 8.15 for related procedures and fees).

RULE 57 RAIL SERVICES TERMS AND CONDITIONS

INTERNATIONAL

International Rail Services are defined as rail services provided to a unit that has an associated movement onto or off of a vessel at the Terminal.

1. APMT MOBILE shall solely provide train discharge and load services at the Intermodal ContainerTransfer Facility (ICTF) located at 1460 Intermodal Rail Drive, Mobile, Alabama 36603.

2. All Imports must be declared as rail cargo with the correct inland rail hub destination 72 hours priorto vessel operations at the Terminal. Failure to do so will result in additional rehandling charges.

3. Imports will remain at the Terminal until such time as all clearances including rail billing have beenreceived by APM Terminals.

4. Export rail units shall have the proper vessel and voyage information when arriving at the ITCF. Failure to do so will result in additional rehandling charges.

5. APMT MOBILE will endeavor to transfer imports to the ITCF as expeditiously as possible. APMT MOBILE reserves the right to limit movement of imports to the ITCF based on the rail cars provided bythe rail provider and the inland rail hub destinations.

6. Carriers shall work with rail provider to ensure a sufficient supply of rail cars to accommodate importrail volumes. APMT MOBILE shall not be responsible for lack of rail cars or any delays caused by rail provider.

7. APMT MOBILE will make best efforts to make export units available for loading to the vessel for whichthey are booked. This excludes export units that rail into the ITCF after vessel cargo cutoff.

8. Import Demurrage terms and conditions of this Operator Schedule shall apply to all units destined for the ICTF. Export Demurrage terms and conditions of this Operator Schedule shall apply to all units received from the ICTF.

9. Units discharged from a rail car and subsequently loaded back onto a rail car without a vessel movein between will be charged one event under Article VI (B) (3) and one event under Article VI (B) (1). Units loaded to a rail car and subsequently discharged from the same rail car will be charged on event under Article VI (B) (1) and one event under Article (VI) (B) (3). OOG units undergoing the above will be charged in a similar manner using the rates in Articles (VI) (2) and (4).

10. The requirements for EDI of rail related information are as follows:
- 417 message at the time of rail billing for cargo inbound and outbound to the ICTF.
- 322 message at the time of the gate in at the inland origin for cargo inbound to the ICTF.
- 322 message at the time of loading to a railcar at the inland origin for cargo inbound to theICTF.
- 418 message at the time a rail car with cargo inbound to the ICTF crosses a pre-determinedpoint, such point to be agreed upon with the rail operator.

APMT MOBILE reserves the right to implement an EDI Processing Charge.

11. Rail Service charges are per Section 7.01. Charges are for ISO units 20 feet, 40 feet, 45 feet and 53 feet in length. All other units are charged on an individual basis as quoted by Terminal management.

DOMESTIC

Domestic Rail Services are defined as rail services provided to a unit that does not have an associated movement onto or off of a vessel at the Terminal.

1. APMT MOBILE shall solely provide Domestic Rail Services at the Intermodal Container TransferFacility (ICTF) located at 1460 Intermodal Rail Drive, Mobile, Alabama 36603.

2. APMT MOBILE will not receive any units destined to load to a rail car until such time as rail billing hasbeen received by APM Terminals.

3. Storage Fees:
- Storage Fees will be charged for units remaining at the ICTF past Free Time, which has not beencaused by APMT MOBILE.
- Free Time is defined as the time during which no Storage Fees will be charged. Free Time shallcommence at 08:00 am after receipt through the ICTF gate or unload from a rail car.
- Free Time shall be 2 calendar days.
- For purposes of calculating Storage Fees:
  - For units loading to a rail car, the first day shall commence at 08:00 am after receipt through the ICTF gate and the last day shall be the day the unit is loaded to the train.
  - For units unloading from a rail car, the first day shall commence at 08:00 am after unloading from the train and the last day shall be the day the unit departs from the ICTF.

4. Rail Service charges are per Section 7.01. Charges are for ISO units 20 feet, 40 feet, 45 feet and 53feet in length. All other units are charged on an individual basis as quoted by Terminal management.

RULE 58 TERMS AND CONDITIONS FOR EQUIPMENT MAINTENANCE ANDREPAIR

CLAUSE I

SERVICES PERFORMED BY THE APMT MOBILE

1.1 APMT MOBILE shall be the sole provider of maintenance and repair at the Terminal for equipmentowned, operated or under the control of User, as further detailed in Clause II.

1.2 APMT MOBILE shall provide all necessary tools and equipment and supplies required to carry out maintenance and repairs. Oils, lubricants, paints and other consumables agreed to are considered replacement parts and shall be invoiced to User.

1.3 APMT MOBILE may assign or sub-contract any of its rights or duties hereunder without the User'sconsent.

CLAUSE II
SCOPE OF WORK

2.1 APMT Mobile shall make all repairs of damaged and/or unserviceable dry containers, refrigeratedcontainers, gensets, open tops, flat racks/platforms and chassis that APMT deems necessary inits sole discretion. User shall grant to APMT MOBILE a minimum approval rate of $500 for a drycontainer or refrigerated container, $250 for a genset and $250 for a chassis.

2.2 APMT MOBILE shall dispose of all waste including, without limitation, waste oils and oily waste,filters, spent products or waste materials generated or collected in the course of maintenance and repair work, and any expenses incurred shall be for the account of User. User shall arrangefor disposal of spent containers, equipment or components which cannot be repaired or reused,at its sole cost and expense.

CLAUSE III
SUPPORTING DOCUMENTS

3.1 The following documents shall be provided by APMT MOBILE, as applicable:

- Standard Task Schedule (STS);
- Pre-trip inspection forms (refrigerated containers and gensets);
- Work orders/estimates of repairs forms/check sheets;
- Final invoices with all charges and documentation of work conducted/supplies used orprovided.

3.2 The following documents shall be provided by User:

- Manufacturers' service and repair manuals for refrigerated containers and gensets;
- Chassis spare parts catalogue (only);
- Documents (PTI Charts/Stickers, etc.);
- Pre-trip inspection manual (refrigerated containers);
- International Institute of Container Lessors (IICL) repair manuals for containers andchassis.

CLAUSE IV
COMMUNICATIONS AND DOCUMENTATION

4.1 User will promptly notify APMT MOBILE of its requirements for equipment to be prepared for service. If APMT MOBILE cannot meet User's requirements, User can move the equipment to another location for repairs, at User's expense.

4.2 User will accurately describe all equipment tendered to APMT MOBILE for servicing and shall disclose known hazards and/or unsafe or malfunctioning components.

4.3 Subject to clause 2.1 above, all containers with noted damage will receive a repair estimate. Estimates provided by APMT MOBILE are non-negotiable.

4.4 Estimates must be approved by User within 10 business days of submittal by APMT MOBILE. With respect to equipment with estimates that have not been approved within 10 business daysafter submittal by APMT MOBILE, APMT MOBILE may at its option charge for storage, to User, per Part III Section 4.07 (H).

4.5 Repair estimates do not include photos. User requested photos shall be charged the photo charge to User per Section 8.11 (A).

4.6 Any estimates provided by APMT MOBILE without a subsequent related repair will be charged an "Estimate Fee" to User at one hour of the prevailing Man-Hour rate, per Part III Section 8.07.If User requests photos be provided as part of any estimate without a subsequent related repair,User will be charged one and one half hours at the prevailing Man-Hour rate. Units without a subsequent related repair that are loaded to a vessel are exempted from the Estimate Fee.

4.7 If a container or chassis arrives on Terminal and is determined to be damaged and subsequentlydeparts the Terminal without repair, user will be responsible for the fee outlined in Clause X forthe handling, re-handling, assessment, estimate etc.

4.8 User will be responsible to ensure that the Maintenance and Repair invoicing system has the proper interface with APMT MOBILE's systems in order to ensure the systems can communicatecorrectly without any loss of information. User will be charged an administration fee of $15 perinvoice or estimate that must be re-processed due to the failure of User's systems to properly communicate with APMT MOBILE's systems.

CLAUSE V
SPARE PARTS

5.1 APMT MOBILE shall provide all spare parts necessary to meet equipment repair needs, with theexception of tires, which will be provided by the User. APMT MOBILE may charge User a fee if

storage of tires is required. All Tires are required to be mounted on rims upon delivery to the APMT MOBILE.

5.2 APMT MOBILE provides no representations or warranties regarding the fitness or durability of any spare parts or other materials used or the performance thereof and all claims against the APMT MOBILE regarding the fitness, durability, performance or use of any spare parts or othermaterials used by APMT MOBILE are hereby waived and APMT MOBILE is released from any suchclaims.

CLAUSE VI
CHARGES AND INVOICING

6.1 Work carried out shall be charged in accordance with the STS in Appendix I, utilizing the Man-Hour rates per Clause VIII. Roadability and tire repairs will be based upon STS hours worked.

6.2 Invoices must be paid in accordance with Rule 10. Payment of each invoice constitute User's binding acknowledgment and agreement that the services provided by APMT MOBILE set forth on said invoice were performed in full compliance with all of APMT MOBILE's relevant obligations.

6.3 Spare parts and supplies will be billed at APMT MOBILE's cost plus 15% mark up. Use of morethan half a sheet of plywood will require purchase of the entire sheet.

6.4 The STS in Appendix I in conjunction with the Man Hour Rates in Section 9.01 are for repairsonly. All other services related to maintenance and repair are per Extra Labor rates per Section 8.07 and Equipment Rental rates per Section 8.08.

RULE 59 Governing Law and Jurisdiction

Any and all disputes relating to this Terminal Operator Schedule shall be governed by and construed in accordance with the laws of the state of Alabama, without giving effect to any choice or conflict of law provision or rule (whether of the State of Alabama or any other jurisdiction). Any and all disputes arising out of or relating to this Schedule of whatsoever nature, shall be brought in the State of Alabama to the exclusion of any other jurisdiction or venue and each User of the Terminal hereby irrevocably submits to the jurisdiction and venue of the State and Federal courts located in Mobile, Alabama.

PART III

SCHEDULE OF RATES

Except as otherwise provided herein, the following charges apply to containers or chassis, of 20', 40' or 45' in length, dry or temperature controlled, not loaded in excess of their rated capacity, and having the loaded or empty configuration that can be routinely handled by conventional container handling yard equipment, and are assessed against the vessel, such charges being on a per container or activity basis.

Additionally unless otherwise noted all services and rates listed are considered performed on Straighttime hours.

Parties requesting yard work activities must allow a minimum 24 hours for completion of the service requested. This does not include weekends or holidays.

Article I. **Partnership Incentives**

Section 1.01 ***Volume Based Incentives***

(A) Each Carrier will be entitled to standard allowances for extra gate moves (Section 6.01) and empty storage free allowance (Section 4.07). Each Carrier will be further entitled to Volume Based Incentives as per the matrix below. The parameters of the Volume Based Incentives are set forth below.

Volume Based Incentives				
	Lifts Per Incentive Year	Volume Incentive Rebate of Carrier's Incentive Year Spend	Gate Ratio Factor	Empty Storage Free Allowance
Tier 1	0 to 10,000		1.5	8%
Tier 2	10,001 to 35,000	1%	1.5	8%
Tier 3	35,001 to 45,000	2%	1.6	10%
Tier 4	45,001+	3%	1.75	14%

(1) The Incentives will be based on the Incentive Year from Oct 1, 20XX through September 30, 20YY.

(2) Incentives will be provided separately to each Carrier.

(3) The Incentives will be based on the individual lifts of each Carrier made under Section 2.01 (A) (1), (A) (2), (B) (1) and (B) (3).

(4) Carrier will be given the Incentives for the tier achieved in the Incentive Year. Each Incentive Year is considered separately, and the lifts in a given Incentive Year will count only towards the incentive of that year. For ease of Carrier's planning, the Gate Ratio Factor and Empty Storage Free Allowance will be based on the preceding Incentive Year.

(5) The Incentives are contingent on Carrier remaining current throughout the Incentive Year in their accounts Payable to APMT MOBILE

(6) All earned Incentives will be credited to Carrier after the end of the Incentive Year once Carrier has paid all related invoices in full.

Section 1.02 ***Rail Incentive***

(1) Each Carrier will be entitled to a Rail Incentive per the matrix below.

Rail Incentive	
Annual Cargo Laden Import Rail Lifts	Rebate of Carrier's Incentive Year Spend
2,000	1%

(2) The Rail Incentive will be awarded separately to each Carrier, based on their meeting or exceeding 2,000 import cargo laden containers discharged from vessels at the facility and subsequently loaded to the rail, in the Incentive Year.

(3) The Incentive will be based on the Incentive Year from Oct 1, 20XX through September 30, 20YY.

(4) The Incentive is contingent on Carrier remaining current throughout the Incentive Year in their accounts Payable to APMT MOBILE.

(5) Any earned Incentive will be credited to Carrier after the end of the Incentive Year once Carrier has paid all related invoices in full.

Article II. **Vessel Operations**
Section 2.01 ***Standard Lift***

(A) Standard Lift Rate - Each Standard Lift shall be charged as per below:

(1) Standard Lift Rate, loaded Containers	20' or 40' Container	$335.88
	45' Container	$361.07
(2) Standard Lift Rate, empty Containers	20' or 40' Container	$305.68
	45' Container	$328.61

(B) In addition to the Standard Lift Rate in Section 2.01 (A) above, or in addition to the Transshipment Lift Rate, Shift Rate(s), or Restow Rate(s), a special container surcharge is applicable to the following types of Containers:

(1) OOG Containers using Overheight Spreader $123.50

(2) OOG Containers using wires $635.27

(3) 53' Containers $258.95

(a) Prior to Vessel arrival, Carrier must provide chassis of the proper size and type for prepositioning of 53' chassis.

(b) In addition, 53' Container Rack(s) incur fees at the Prevailing Restow Rate.

(4) Additional Crane Surcharge
Applicable if an additional crane or cranes are used over and above the two cranes included in the Base Rate for a particular vessel call. Per Standard lift.
(a) One additional crane - 15% of Prevailing rate in Section 2.01 (A) and (B) (1) above.

(b) Two additional cranes - 20% of Prevailing rate in Section 2.01 (A) and (B) (1) above.

(5) Non-Cellular Surcharge (Subject to APMT MOBILE acceptance) Extra Labor gang hour rate

(C) The following items are included in the Standard Lift Rate and Transshipment Lift Rate:

(1) Straighttime Stevedoring;

(2) Normal Container lashing (excluding gang detentions);

(3) Hatch cover moves (excluding where Carrier requests APMT MOBILE go back in a hatch, which incurs the detention gang hour rates);

(4) Pin and gear box moves required for operations;

(5) Standard Road Gate Package set forth in Section 6.01;

(6) First boom. Subsequent booms are charged as at the prevailing rate in Section 2.05 (B);

(7) Crane hire during vessel operations for up to two cranes

(8) Tractor/bombcart/container handling equipment hire during vessel operations
[Note: Appendix II applies]

Section 2.02 ***Transshipment Container***

(A) A Transshipment Container is a cargo laden Container discharged at the Terminal from one Vessel or barge and subsequently loaded to another Vessel or barge at the Terminal without having left the Terminal.

(B) Transshipment Lift Rate (two Lifts charged per Transshipment) $243.38

(C) To qualify for the Transshipment Lift Rate, Carrier must declare Transshipments in writing at least 24 hours prior to Vessel's arrival. The Transshipment Life Rate is in lieu of the Standard Lift Rate

Section 2.03 ***Shiftings and Restows***

(A) Shifting is the movement of a Container from cell to cell in the same hatch which does not require crane to gantry. Restowing of a Container is the movement of a Container off the Vessel and reloaded to the same Vessel during the same Vessel call.

(B) Dry Shift Rate (cell to cell, one Move) $126.71

(C) Reefer Shift Rate (cell to cell, one Move) $126.71

(D) Dry Restow Rate (cell to dock to cell, two Moves) $253.43

(E) Reefer Restow Rate (cell to dock to cell, two Moves) $351.50

* Includes unplug and plug in Yard.

Section 2.04 ***Breakbulk Cargo***

(A) Breakbulk Cargo must comply with all terms of this Tariff.

(B) Airplane Parts Discharge (per component) $4,212.40

Charge is per move for cargo pre-lashed to a shipping cradle, with cradle capable of being lifted with a special spreader (to be provided by Carrier or cargo owner).

Unlashing on the vessel of the cradle from the hold or supporting flatracks beneath is included in the rate. Any additional unlashing to be charged on a man hour basis per Section 8.07.

The rate includes discharge of the cargo/cradle from vessel directly onto shipper owned lowboy chassis on dock alongside vessel. Handling and movement beyond underhook on lowboy chassis alongside vessel is subject to a contractual agreement to do so between Carrier or cargo owner.

Discharge of supporting flatracks and/or dunnage material shall be subject to the applicable Standard Lift or Extra Labor Rate.

Wharfage charges are as per Section 8.03.

(C) Breakbulk/Non-containerized cargo will be charged at Extra Labor gang hour rates for loading/discharging Vessels plus lashing/unlashing at lasher man hour rates plus materials if required at manufacturer's list price plus 15 percent

Section 2.05 ***Gang Hour Rates***

(A) Standby and Guarantee rates apply for any period of time where, through no fault of APMT MOBILE, a gang is unable to work on the Vessel. Reasons for Standby and Guarantee include, but are not limited to, late Vessel arrival and for the period of time from which a gang ceases to provide Terminal Services through the end of the paid work period for such gang.

(1) Straighttime Stand by, Guarantee per gang hour $2,633.84

(B) Detention rates apply for any period of time where, through no fault of APMT MOBILE, a gang is unable to work on the Vessel. Reasons for Detention include, but are not limited to, unsafe conditions, vessel stores, bunkering, failure by Carrier to complete any of its obligations set forth

in this Agreement, and delays caused by governmental authorities.

(1) Straighttime Detention per gang hour $3,665.17

(C) Straighttime Extra Labor, per gang hour $3,755.67

(D) The following additional Rates apply to stevedoring services provided outside of Straighttime:

(1) Overtime, per gang hour $790.86

(2) Double Time, per gang hour $1,589.61

Section 2.06 ***Assessments and Government Charges***

(A) Rates do not include the following items: any and all Container and/or labor assessments (other than man hour assessments), royalties, or any other assessments which are the responsibility of the Carrier.

(B) Carrier must pay directly to the appropriate party any Port Authority assessment or container charges which are the responsibility of the Carrier. The Rates do not include any government related fees or surcharges.

Section 2.07 ***Gang Rolls***

(A) When gangs are rolled directly from one Vessel to another, the receiving Vessel will pay a charge equal to 30 minutes of the Prevailing Detention rate for each gang rolled.

Article III. **Extra Services**

Section 3.01 ***Bunkers***

(A) Subject to Carrier obtaining in advance all Port and/or Government approvals and notifying APMT MOBILE in writing at least 48 hours prior to Window Start, Carrier may bunker Vessels waterside during port stay.

(B) Bunkering of Vessels may not interfere with other Vessel movements or with Vessel operations. Carrier is responsible for any Detention incurred by APMT MOBILE caused by Carrier's Bunkering of its Vessel.

(C) The Carrier is responsible for all safety precautions required while bunkering, however APMT MOBILE reserves the right to order the discontinuation of bunkering operations if deemed unsafe by APMT MOBILE.

(D) Dockage per section 8.04 applies to Bunkering outside normal operations.

Section 3.02 ***Vessel Stores and Parts***

(A) Charged at Prevailing Extra Labor Rates, which are subject to minimum guarantees and Equipment. Rates apply to any labor and/or equipment provided.

Article IV **Yard Services**

Section 4.01 ***Mounting and Grounding of Containers***

(A) For imports, the Standard Lift Rate includes a single grounding of a Container from the Vessel into the Yard and a single mounting of such Container directly onto the inland carrier's chassis during the grounded delivery process. The Standard Lift Rate does not include a premount.

(B) For exports, the Standard Lift Rate includes lifting the Container directly off of the inland carrier's chassis and grounding it into the Yard during the grounded receipt process and the single mounting of the Container for movement to the Vessel.

(C) The Transshipment Lift Rate includes a single grounding of the Container into the Yard or a single mounting of the Container for movement to the subsequent Vessel.

(D) Out of Gauge cargo, cargo laden tank containers, TC Containers, and hazardous cargo may not be grounded. Carrier will be required to supply chassis through one of the on-terminal chassis vendors for handling of these Containers.

(E) For activity not included in the Standard Lift Rate, Transshipment Lift Rate, or if not specifically covered in other rates, APMT Mobile will mount and ground Containers at Carrier's request at

the following rates:

(F) Rate for mount or ground per Container handled:

(1) Straighttime $64.19

(2) Other than Straighttime $79.57

Section 4.02 ***Change of Vessel or Discharge Port (Rolled Container)***

(A) A Rolled Container fee applies to Containers whose export Vessel or discharge port is changed after such Container arrives on Terminal. The fee includes handling the Rolled Container, re-handling of other Containers in the stack (if required), movement of the Rolled Container to another location in the Yard if required and administration.

(B) Rate for one Roll:

(1) To a later Vessel $62.65

(2)(2) To a different port or an earlier Vessel $126.83

The above rates apply to any and all changes made prior to vessel cut-off date and time. Should changes be required after vessel cut-off date and time, all related labor personnel and equipment to be charged per Extra Labor Man Hour Rates and Equipment Rental Schedule in Sections 8.07 and 8.08, subject to minimum labor guarantees.

Section 4.03 ***Movement of Containers***

(A) Containers requiring M&R services will be moved from place of rest in yard to the M&R area or from the M&R area to place of rest in the yard. Carrier is responsible for arranging for and costs for chassis for Containers requiring M & R.

(1) Rate for movement of Container either to or from M&R $48.97

(B) The rate for any other drayage within the Terminal requested by Carrier includes drayage of the Container from its current location in Yard to its new location in Yard.

(1) Straighttime Rate for other dray $48.97

(2) Overtime Rate for other dray $63.19

(C) Segregating grounded containers, per container handled $95.92

Section 4.04 ***Chassis Switching***

(A) Chassis Switching occurs if APMT MOBILE is required to remove a Container from one chassis and place it on another chassis due to a non-roadworthy or shipper owned chassis. This excludes mismatches caused by APMT MOBILE.

(B) APMT MOBILE's invoice for Chassis Switching will include a list of Containers which required Chassis Switching along with the chassis numbers.

(C) Rate per Chassis Switch per Container:

(1) Straighttime $64.19

(2) Other than Straighttime $79.57

Section 4.05 ***Premounting of Containers***

(A) Carrier may request that APMT MOBILE premount Containers. APMT MOBILE may accommodate or decline such request in its sole discretion.

(B) Premounting includes draying a chassis to the Container, placing the Container on the chassis, and moving the Container and chassis to the wheeled area in the yard. The Carrier is responsible for arranging for and costs for the chassis through the chassis pool operator on the Terminal.

(C) Rate per premounted Container $161.89

Section 4.06 ***Container and/or Cargo Inspection/Survey***

(A) For Containers and/or Cargo requiring an inspection or survey at the request of the Carrier (such as inspection of damaged containers or opening doors for viewing of Cargo), APMT MOBILE. will place the Container in the Yard, mount and ground Container as required, open and close doors, and reseal the Container.

(B) Rate per Container made available for survey or inspection $275.52

(C) This rate does not apply to Containers requiring government and security exams.

Section 4.07 ***Empty Containers***

(A) Carrier is entitled to an empty storage day allowance achieved for each calendar month equal to the total Standard Lifts in such calendar month multiplied by the allowance in the Volume Based Incentives in Section 1.01 multiplied by the number of days in such month.

(B) Excess empty container days above such allowed empty container free-days incur the following fee:

(1) Empty Daily Storage rate, per Container, per day $4.10

(C) Carrier's empty Containers on the Terminal may not exceed 1.75 percent of Carrier's annual Standard Lifts. If APMT MOBILE advises Carrier that Carrier's empty Containers exceed such levels and Carrier fails to remedy the excess within fourteen calendar days, APMT MOBILE may

cease to receive empties. If during the following 90 days the Carrier again exceeds the 1.75 percent threshold, APMT MOBILE may immediately cease to receive empties without any advance notice.

(D) APMT MOBILE will nominate empty Containers for loading on Vessels based on batches of type and/or size combinations and Carrier's load out plan. APMT MOBILE may pick the most efficient Containers out of the Yard, complying with the empty nomination request from the Carrier.

(E) Carrier must provide forecasts for empties loading to Vessel at least five days prior to Vessel's arrival with updates being made 72, 48 and 24 hours prior to Vessel's arrival. The empty nomination request must be included as part of the Final Load List submitted by the Carrier to APMT MOBILE.

(F) Any Empty Nomination request made after the Final Load List will be considered. If agreed to by APMT MOBILE, the associated Containers will incur the following administration fee in addition to the Standard Lift charges. Any Service Levels will be suspended if such a request is fulfilled.

(1)	Late empty nomination fee, per Container	$21.28

(G) Extra shifting in the Yard due to nomination of specific empty units will be charged as per the Prevailing mounting/grounding rate.

Section 4.08 ***Storage of Damaged Equipment***

(A) Empty Containers or gensets which are damaged and cannot be placed into service which remain on the Terminal for more than 10 calendar days without approval from the Carrier to proceed with the necessary repairs will incur the following daily fee until approved. If the Carrier chooses to sell or otherwise dispose of a a damaged container or genset then Carrier shall be granted an additional 10 calendar days from the date of notification to remove from the terminal, at the expiry of the additional 10 days the container or genset will incur the daily fee until removed.

(1)	Rate for Containers without repair approval above 10 days, per container per day	$58.91
(2)	Rate for Gensets without repair approval above 10 days, per genset per day	$12.40
(3)	Rate for Chassis without repair approval above 10 days, per chassis per day	$28.50

(B) Out of Service equipment remaining on terminal which cannot be stacked in excess of 10 calendar days without Carrier approval to proceed with necessary repairs will be incur the daily fee until approved or removed $109.35

Section 4.09 ***Chassis***

(A) Carrier may not store chassis on-Terminal but may utilize APMT MOBILE approved on-Terminal chassis providers for on-Terminal chassis requirements. Carrier must provide chassis for OOG, Breakbulk, certain Hazardous containers requiring segregation, loaded TC Containers, premounting, pretripping, and for M&R.

Article V. **Temperature Controlled Container ("TC Container") Services**

Section 5.01 ***Standard TC Service***

(A) Standard TC Container Service includes the following:

(1) For imports: one plug-in on shore and one unplug for delivery to inland carrier;

(2) For exports: one plug-in from delivering inland carrier and one unplug on shore;

(3) For Transshipments: one plug-in on shore and one unplug from shore;

(4) Reefer monitoring once a day for up to two calendar days;

(5) Reefer electricity for up to two calendar days;

(6) Infrastructure to provide the above services;

(7) Administration services to provide the above services.

(B) For imports, the first calendar day is the day of discharge and the last calendar day is the day of departure from the Terminal. For exports, the first calendar day is the day of arrival into the Terminal and the last calendar day is when loaded to Vessel. For Transshipments, the first

calendar day is day of discharge and last calendar day is day of load.

(C)(C) TC Container Differential for Import, Export, Transhipment or redeliveries $230.08

Section 5.02 ***Electricity and Monitoring***

(A) After two calendar days on Terminal, the following rate applies for electricity and monitoring of TC Containers:

(1) Rate per TC Container per calendar day, or part thereof $65.51

Section 5.03 ***Data Extract***

(A) At the request of the Carrier, APMT MOBILE will provide electronic temperature downloading of a TC Container.

(B) Electronic temperature downloading rate per download $95.83

Section 5.04 ***Change of Data***

(A) A change of data charge applies to any change to the original settings made for a TC Container unit after receipt.

(B) The rate for change of data is 15 minutes per request at the Prevailing Reefer Mechanic ExtraLabor Rates.

Section 5.05 ***Movement to Facilitate Pre-Trip Inspections***

(A) The rate for movement of Containers to facilitate pre-trip inspections covers one-way movement either to or from the pre-trip area and includes the dray and mounting of the Container.

(1) Pre-trip inspection dray rate - one way $162.25

(B) This does not include pre-trip inspections labor.

Section 5.06 ***Genset storage***

(A) Upon notice from APMT MOBILE, Carrier will remove excess gensets from Terminal within 14 calendar days. If Carrier does not remove excess gensets then storage will apply:

(1) Rate for excess genset storage, per genset per day $12.40

(B) If requested by Carrier, APMT MOBILE will perform a manual genset inventory at the Prevailing Reefer Mechanic Extra Labor Rates.

Section 5.07 ***Genset mounting***

(A) APMT MOBILE will mount or dismount gensets from Containers or chassis when TC Containers are received into or delivered from the Terminal.

(B) The rate for each genset mount or dismount is 45 minutes at the Prevailing Reefer Mechanic Extra Labor Rates.

Section 5.08 ***Genset refueling***

(A) Gensets will be fueled as required for delivery. APMT MOBILE will provide a fueling log showing the number of gallons placed into each genset. The Carrier is responsible for payment of all fuel placed into the genset. The rate for Fuel (excluding labor to fuel) will be equal to the Gulf Coast diesel prices weekly average at the time of fueling, plus 15 percent. The Gulf Coast diesel prices weekly average are located on the government web site http://www.eia.gov/petroleum/gasdiesel/ or successor site.

(B) In addition to the cost of fuel, the labor rate to fuel a genset is 18 minutes at the Prevailing Reefer Mechanic Extra Labor Rates.

Section 5.09 ***Reefer Mechanics***

(A) The following "Reefer Mechanic Extra Labor Rates" apply per mechanic per hour to the change of data, genset inventory, genset mounting or dismounting and genset refueling:

(1) Straighttime	$95.83
(2) Overtime	$126.28
(3) Double Time	$146.77

Section 5.10 ***Premounting or dismounting of gensets for TC Containers***

(A) The rate to premount TC Container gensets for TC Containers includes the movement from place of rest in the Yard to the genset mounting area, genset mount, and the movement of the Container from the genset mount area to place of rest in Yard.

(B) The rate to dismount gensets for TC Containers includes the movement within the Yard to the genset dismount area, dismount of the genset, and movement from the genset area to place of rest in the Yard. This applies to activities such as TC Containers with gensets attached moving from the rail into the Terminal. This rate does not include drayage from rail to terminal.

(C) Rate for premounting or dismounting TC Container gensets:

(1) Straighttime	$233.51
(2) Overtime	$256.08
(3) Double Time	$271.31

Section 5.11 ***Plugging and Unplugging Services***

(A) Rate to plug or unplug TC Containers on-Terminal beyond plugs and unplugs included in Standard TC Container Services, per event	$49.57

Article VI. **Inland Interface Services**

Section 6.01 ***Standard Road Gate Package***

(A) Carrier is entitled to the Standard Road Gate Package for each Lift paid at the Standard Lift Rate.

(B) The Standard Road Gate Package is calculated on a calendar month basis. It includes the Gate Ratio Factor in the Volume Based Incentives in Section 1.01 for each Standard Lift Rate paid by Carrier. Gate Moves not related to Vessel Activity are not included in the Standard Road Gate Package. Excess Gate Moves (if any) will be invoiced on a calendar month basis.

(C) The Standard Road Gate Package only applies to Gate Moves during Straighttime gate hours, from 0800 to 1200 and 1300 to 1700, where the last truck exits the Terminal prior to 1700. The following activities will be performed at the over the road gate:

(1) All Containers moving through the over the road gate will be inspected for visible major damage and for presence of seals which may be done via cameras. Installing a high security seal at time of receipt, per event	$35.22

(2) An electronic Trailer Interchange Report will be created.

(3) All Containers except Out of Gauge Containers received at the over the road gate will be weighed.

(D) Any Gate Moves above those included in the Standard Road Gate Package will incur both a Gate Move fee and a mount or grounding fee.

(1) Gate Move fee, per excess Gate Move $51.90

(2) Mount or ground fee, per excess Gate Move $64.19

(E)(E) Import and export Containers received and redelivered without loading or discharging to or from a Vessel are not included in the Standard Road Gate Package and will be invoiced a separate charge. Demurrage from the first day on Terminal through the last day on Terminal and reefer charges are not included in the rate and will be invoiced separately.

(1) Import and export redeliveries, per Container $230.57

Section 6.02 ***Road Gate Overtime***

(A) Carrier may request additional gate hours outside Standard Gate Package at Carrier's expense. Carrier must make such request 24 hours in advance and must provide:

(1) An estimate of Gate Moves Carrier (and its customers) wish to perform;

(2) Services (import/exports from/to ground/ chassis, empty receipt/delivery, TC Container services, etc.) and service level(s) desired during the extra gate.

(B) Upon such request, APMT MOBILE will quote estimated charges for the additional gate hours.

(C) If Carrier agrees to the charges, Terminal Operator will place labor orders and provide the extra gate as contracted.

Section 6.03 ***Hazardous Labeling and Acceptance***

(A) APMT MOBILE may refuse Hazardous Goods which are not properly placarded at over the road gates or rail. APMT MOBILE will apply or remove improper placards for Containers received intothe Terminal at the following rates.

(1) Placarding Containers, per placard $45.00

(2) Removal of placards from Containers, per placard $55.00

(3) Surcharge for placarding or removal of placards at ICTF (per container) $50.00

(B) IMO Class 1 and Class 7 are not allowed on Terminal without advance prior written permission from APMT MOBILE which is only valid on a shipment by shipment basis.

Section 6.04 ***Weighing of equipment***

(A) Containers received into the Terminal's over the road gate will be weighed during the receipt process and incur no fee.

(B) If a Container needs to be weighed after receipt, the following fee applies (includes a charge for two one-way terminal drays, a mount charge and a ground charge).

(1) Rate per weigh after receipt $120.33

Section 6.05 ***Sealing of Containers***

(A) Per applied seal. APMT MOBILE may refuse to receive Containers on-terminal without a properseal. $35.22

Section 6.06 ***Stuffing and Stripping Services***

(A) APMT MOBILE will provide on-Terminal stuffing or stripping services for oversize pieces on flatracks or platforms only where such services are within the capabilities of Terminal equipment. APMT MOBILE will provide on-Terminal stuffing or stripping of gensets in Containers or from trucker's equipment. APMT MOBILE may restrict the days of the week for receiving and delivery of oversized pieces. Rates upon request

Section 6.07 ***Receiving or Delivering Out of Gauge Units***

(A) (1) Per unit not requiring special lifting equipment $243.41

(2) Per unit requiring special lifting equipment $511.20

Article VII. **Rail Services**

Section 7.01 ***Rail Services***

(A) International (for ISO units with an associated vessel lift at APM Terminals Mobile facility)

(1) Load Import Unit to Rail Car at ICTF. Rate per unit, includes from place of rest at the container facility, dray to ICTF, lift onto rail car

(a) Straightime $93.24

(b) Overtime $119.32

(2) Load Out of Gauge Import Unit to Rail Car at ICTF. Rate per unit, includes from place of rest at the container facility, dray to ICTF, lift onto rail car

(a) Straightime $484.82

(b) Overtime $708.57

(3) Discharge Export Unit From Rail Car at ICTF. Rate per unit, includes lift off of rail car, dray to container facility, to place of rest at container facility

(a) Straightime $93.24

(b) Overtime $119.32

(4) Discharge Out of Gauge Export Unit From Rail Car at ICTF. Rate per unit, includes lift off of rail car, dray to container facility, to place of rest at container facility

(a) Straightime $484.82

(b) Overtime $708.57

(5)(5) Rail Re-handle $105.67

Charged per unit to units that discharge off a vessel into the container facility, after which the operational mode is switched from truck gate out to rail at ICTF or from rail at ICTF to truck gate out

Charged per unit to units that discharge off a vessel into the container facility, after which the inland rail destination hub is changed

(6)(6) Temperature Controlled Plug/Unplug $92.08

Charged per event to plug a temperature controlled unit into rail power on the train or an unplug a temperature controlled unit from rail power on the train.

(7) Other Services

International services related to the ICTF not set forth above shall be charged at the Extra Labor Man Hour Rates, plus equipment rental rates, plus materials at cost plus 20%.

(B) Domestic (for ISO units without an associated vessel lift at APM Terminals Mobile facility)

(1) Load Unit to Rail Car at ICTF. Rate per unit, includes receipt into the ICTF to place of rest and lift onto rail car

(a) Straightime $87.52

(2) Load Out of Gauge Import Unit to Rail Car at ICTF. For units that cannot be handled by a standard transtainer spreader. Rate per unit, includes receipt into the ICTF to place of rest and lift onto rail car.

(a) Straightime $437.61

(3) Discharge Unit From Rail Car at ICTF. Rate per unit, includes lift off of rail car to place of rest in the ICTF and delivery out of the ICTF

(a) Straightime $87.52

(4) Discharge Out of Gauge Export Unit From Rail Car at ICTF. For units that cannot be handled by a standard transtainer spreader. Rate per unit, includes lift off of rail car to place of rest in the ICTF and delivery out of the ICTF.

(a) Straightime $437.61

(5)(5) Gate Charge $88.34

Charged per unit that gates into the ICTF and subsequently gates out of the ICTF without loading to a rail car. Storage charges per Item 9 below also apply.

(6)(6) $5.52

Gate Charge, Bare Chassis

(7)(7) Charged per bare chassis that gates into or out of the ICTF

$16.84

Chassis Change

(8)(8) Charged per unit for a live lift of a unit from trucker's chassis to ICTF chassis or from ICTF chassis to trucker's chassis

$44.17

(9)(9) Temperature Controlled Units

Charged per event to plug a temperature controlled unit into rail power on the train or an unplug a temperature controlled unit from rail power on the train.

$40.71

Storage Fees

Charged per unit per day for units remaining on the ICTF past free time $58.16

(a) One day to five days

(a) Six days and over

(10) Storage Fees, chassis

Charged per chassis per day for units remaining on the ICTF past free time

(a) One day to five days $40.71

(a) Six days and over $58.16

(11) Other Services

Domestic services related to the ICTF not set forth above shall be charged at the Extra Labor Man Hour Rates, plus equipment rental rates, plus materials at cost plus 20%.

Article VIII. **Miscellaneous**

Section 8.01 ***Government Inspections***

(1) Inspection by governmental authorities on containers during vessel operations using VACISmachine, per container (shipside exams) $113.75

(2) Inspection by governmental authorities on containers from stack or wheels, using VACISmachine, per container $221.86

(3) Segregating containers at request of governmental authorities $206.55

(4) Intensive exams ordered by governmental authorities. Performed based on Extra Labor rates, equipment rental rates, and materials used in lashing or re-securing at cost plus 20%

Section 8.02 ***Demurrage Charges (Rules 20, 21 and 22) Upon Expiration of Free Time***

(A) Containerized Cargoes	Dry	Tanks/Refrigerated
Day 1 - 10	$24.82	$117.21
Day 11 - 30	$30.34	$137.91
Day 31 and beyond	$43.44	$205.12

(B) Break-bulk Cargo & other loose commodities (per 2,000 lbs. per day) $4.12

(C)(C) Airplane Parts / Project Cargo (per piece per calendar day) $1,286.47

(D)(D) If the Carrier requests in writing, APMT MOBILE will manage, administer and collect Carrier's equipment demurrage for import Containers. APMT MOBILE will reimburse to Carrier 100 percent of collected Carrier's equipment demurrage less terminal demurrage and an administration fee of 10 percent of the collected Carrier's equipment demurrage and terminal demurrage

Section 8.03 ***Wharfage***

(A) Applicable to any cargoes passing through APMT MOBILE's facility

(1) Loaded ISO Containers (per 2,000 lbs) $3.37

(2) Break-bulk Cargo Per ASPA Tariff

(3) Self-prepelled vehicles on wheels Per ASPA Tariff

(4)(4) Loaded ISO Containers, not loaded or discharged from a vessel (per container) $71.37

Section 8.04 ***Dockage (per linear foot)***

In Feet		In Meters		Rate Per Foot - Per 24 Hour Period (or portion thereof)
Over	Not Over	Over	Not Over	
0	199.9	0	60.93	$3.63
200	399.9	60.94	121.89	$4.77
400	499.9	121.90	152.37	$6.48
500	599.9	152.38	182.85	$8.72
600	699.9	182.86	213.33	$10.11
700	799.9	213.34	243.81	$12.83
800	899.9	243.82	274.29	$15.45
900	Above	274.30	Above	$18.49

Note 1 Dockage will be assessed to the vessel on overall length published in the current "Lloyds Register of Ships." If length is not shown in this publication, the length shown in the vessel's Certificate of Registry will be accepted.

Note 2 The period of time for which Dockage charges shall be assessed against a vessel shall commence when such vessel is made fast to the pier or dock and continue until such vessel has vacated the berth.

Note 3 Lay berths are subject to availability and at APMT MOBILE's sole discretion.

Note 4 Lay berth dockage shall be assessed at 50% of the applicable published dockage rate per 24 hour period.

Note 5 Security surcharge for vessels at lay berth shall be 6.5% total assessed dockage per port call.

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Section 8.05 ***Terminal Security Fee***

(A) Per full container loaded/discharges		$3.13
(B) Non-Containerized cargo (per 2,000 lbs)		$0.38
Note 1	For transshipments discharged and loaded at APMT MOBILE facility only one charge will apply per container (for full discharge move).	
Note 2	For containers received and delivered at APMT MOBILE facility without loading or discharging a vessel, a single charge per container will apply.	$6.29

Section 8.06 ***Line Handling***

(A) Per event

Tie up	Straighttime	$1,178.45
	Overtime	$1,618.26
Let go	Straighttime	$589.23
	Overtime	$809.74

Four hour minimum. Each excess hour or part thereof over four hours will be invoiced as follows:

Tie up	Straighttime	$294.63
	Overtime	$404.57
Let go	Straighttime	$147.32
	Overtime	$202.43
(B) Additional manning if required, per man per hour	Straighttime	$73.64
	Overtime	$101.22

Section 8.07 ***Extra Labor Man Hour Rates***

(A) When APMT MOBILE performs activity in which labor is not specifically included in an activity rate or the Terminal Tariff, labor will be charged per man hour or portion thereof subject to any minimum labor guarantees. This applies to all activity on the Terminal except for M&R services.

	Per Man Hour
Straighttime	$85.40
Flex Time	$100.85
Overtime	$117.05
Double Time	$139.91

Section 8.08 ***Equipment Rental Schedule***

(A) When not specifically included in the Standard Lift Rate or specifically included in a provided service, the following equipment rental rates, per hour in increments of one hour, apply. Rates are for equipment only and exclude the equipment operator

Container Crane	$850.94
Top Handler	$231.53
Yard Hustlers	$42.55
Bombcarts or Chassis	$15.92
Forklift up to 10,000 lb capacity	$33.05
Forklift 10,001 lb capacity and over	Per Quote

Note 1 Rates do not include operators

Note 2 The Billing for crane time will be computed as follows: Total time for crane billing will be calculated beginning with the time crane is ordered until dismissed with boom in upright position. Total time for container handling equipment billing will be calculated beginning with the time container handling equipment is ordered until dismissed. For container operations, billing increment shall not be less than 1/2 hour.

Note 3 Time delays due to non-arrival of vessel and inclement weather shall be calculated and billed at 25% of the applicable charge. Time delays caused by mechanical failures shall be calculated and no charges will be made for this time.

Note 4 APMT MOBILE will charge the prevailing rate in conjunction with the minimum hourly guarantee required by the International Longshoremen's Association contract for equipment operators

Section 8.09 ***Hazardous Surcharge***

(A) A surcharge assessed to each unit with Harzardous Cargo

1)	Class 1		Subject to acceptance by Terminal Managing Director
2)	Class 2		
		Class 2.1, 2.3	$415.73
		Class 2.2	$415.73
3)	Class 3		$415.73
4)	Class 4		$415.73
5)	Class 5		$415.73
6)	Class 6		$415.73
7)	Class 7		Subject to acceptance by Terminal Managing Director
8)	Class 8		$415.73
9)	Class 9		$207.86

Section 8.10 ***Gangway Guards***

(A) Per hour Straighttime. Applicable Overtime differentials will apply for Overtime hours. If royalties or assessments are paid by APMT MOBILE and re-billed to a carrier, an additional service charge of two (2) percent will be applied. Payment on behalf of Carrier is subject to agreement by APMT MOBILE. $73.24

Section 8.11 ***Administrative Charges***

(A) All photographs including those taken for M&R purposes will be charged 30 minutes at the Extra Labor Man Hour rate, per photograph.

(B) Preparation of ILA Royalty documents or tonnage/container assessment documents (per document prepared). $21.14

(C) Indentification Cards

(1) Initial issuance of APMT MOBILE Identification Card $70.43

(2) Re-issuance of APMT MOBILE Identification Card due to loss or damage $70.43

(D) Escort Fee (per hour) $73.24

The charge for those not holding a valid TWIC or Terminal ID will be a 4 hour minimum at the Extra Labor Man Hour Rates

(E) Minimum Billing $67.58

Minimum billing charge on all charges in this Tariff not otherwise excepted, per billing.

(F) Re-Billing $67.58

Charge added to each invoice requiring reissuance, except for invoices originally incorrectly invoiced by APMT MOBILE

(G) Container or Chassis Lease Termination $34.83

Per Container or Chassis. No container and/or chassis leases may be terminated on APMT MOBILE facility except when such equipment is transferred directly to another steamship line that agrees to accept all charges accruing subsequent to the transfer. The charges will be assessed against the steamship line requesting the transfer

Section 8.12 ***Chassis Fees***

(A) Fee per chassis

(1) Receiving or delivering chassis $109.19

(2) Chassis inspection fee $25.04

(3) Chassis stacking/bundling, per chassis, plus materials at cost plus 20% $87.38

(4) Chassis unbundling, per stack, regardless of the number of chassis $286.82

Section 8.13 ***Fuel Surcharge***

(A) A fuel surcharge will apply to each Standard Lift. The surcharge is determined by taking the average of the previous 26 weeks' diesel prices as published on the Gulf Coast diesel prices weekly average located on the government web site http://www.eia.gov/petroleum/gasdiesel/. Adjustments will be made on April 1st and October 1st each year.

Price per gallon of fuel	Surcharge per Standard Lift
Less than $3.50	0%
Equal to $3.50 and less than $4.50	0.50%
Equal to $4.50 and less than $6.00	0.75%
Equal to $6.00 and less than $8.25	1.00%
Equal to $8.25 and less than $10.00	1.25%
$10.00 and above	1.50%

Section 8.14 ***Congestion Surcharge***

(A) APMT MOBILE reserves the right to assess a surcharge as a result of congestion due to factors beyond APMT MOBILE's control, such as but not limited to, longshoremen's strikes, trucking strikes or weather conditions which affect the entire port area or a substantial portion thereof

Section 8.15 ***Verified Gross Mass (Rule 56)***

(A) The following Verified Gross Mass (VGM) charges shall apply to export cargo laden containers, as applicable:

(1) Export containers arriving at APMT MOBILE's truck gate with no prior VGM update in APMT MOBILE's terminal operating system will be weighed and certified by APMT MOBILE for IMO/SOLAS VGM purposes. The certified weight information will be transmitted to the Carrier via EDI. The charge for this service shall be as follows:

(a) Per container when VGM services are contracted with the terminal in advance of the container's arrival at the gate and paid in advance utilizing APMT's Terminal On-line Payment System.

(b) Per container when VGM services have not been contracted with the terminal in advance

$10.50

$15.00

(B) For containers arriving at APMT MOBILE's facility from the rail:

(1) APMT MOBILE is unable to certify weights received from rail providers as being IMO/SOLAS compliant.

(2) If an Ocean Carrier does not provide a VGM certified weight via EDI prior to the container arriving at APMT MOBILE, APMT MOBILE shall assume that the weight provided by the rail carrier, together with the estimated tare weight of the container, is the VGM and shall update the terminal operating system accordingly unless the Ocean Carrier rejects such assumption in writing. If the Ocean Carrier rejects the use of the weight provided by the rail carrier as the VGM weight, then the container will be deemed to have arrived without a VGM and will be subject to a fee of $65 as well as any resulting roll/handling and demurrage fees, each of which shall be charged to the Ocean Carrier.

Article IX. **Equipment Maintenance and Repairs**

Section 9.01 ***Man Hour Rates - Containers***

(A) The man hour rates for Maintenance and Repair of containers at APMT MOBILE, applied to the Standard Task Schedule on a per hour basis are:

(1)	Straighttime	$92.79
(2)	Overtime	$122.45
(3)	Meal Hour	$142.99

Section 9.02 ***Man Hour Rates - Temperature Controlled Containers***

(A) The man hour rates for Maintenance and Repair of Temperature Controlled containers at APMT MOBILE, applied to the Standard Task Schedule on a per hour basis are:

(1)	Straighttime	$95.83
(2)	Overtime	$126.28
(3)	Meal Hour	$146.77

Section 9.03 ***Man Hour Rates - Chassis***

(A) The man hour rates for Maintenance and Repair of chassis at APMT MOBILE, applied to the Standard Task Schedule on a per hour basis are:

(1)	Straighttime	$125.56
(2)	Overtime	$169.58
(3)	Meal Hour	$212.28

Section 9.04 ***Miscellaneous Activity for Handling of Damaged Equipment***

(A)	Per unit per activity	$237.81

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Terminal Tariff Appendix I
Standard Task Schedule
(STS)

Task Code	Hours	Description
108005	0.2	Replace Gladhand Seals
108007	0.2	Resecure Gladhand Assembly
108010	0.4	Replace Gladhand (w/o bulkhead fitting)
108015	0.4	Replace Gladhand Nipple (w/o bulkhead fitting)
108020	0.6	Replace Bulkhead Fitting (w/ gladhand)
108026	0.5	Flush Complete Air System
108027	0.5	Replace One Brake Hose
108033	0.3	Splice Air Line
108034	0.2	Replace Hose Separator/Clamp (1 to 10)
108035	3.2	Replace Complete Air Lines (2)
108040	1	Replace Air Tank, Including Brackets
108042	0.3	R&R Air Tank Nipple
108045	0.5	Weld Air Tank Brackets (2)
108046	0.3	R&R Air Tank Mounting Bracket - Each
108050	1	Replace Valve - ANY
108051	0.2	Resecure Valve - ANY
108057	0.2	Refasten Air Line To Service Valve
108060	0.4	Replace A1000 Valve Cartridge
108063	0.2	Replace Petcock Valve
108065	0.2	Refasten/Tighten Clamps and Air Lines (maximum 5)
108070	1.5	Replace Glad Hand Mount (includes R&R glad hands, bulkheads, nipples, airlines, 7-way plugs)
108071	0.2	Straighten/Weld Glad Hand Mount
108075	1	Replace Spring Inside RT-4 Valve
108080	1	Remove And Clean RT-4 Valve, Disassemble And Clean Air Valve with O-Ring
108085	0.2	Replace Air Hose Spring For 40 Ft. Slider
108090	0.3	Diagnosis ABS System
108095	0.2	Reset ABS System
108100	0.5	Replace ABS Sensor and Housing
108105	0.3	Replace ABS Sensor
108106	1.2	Adjust ABS Wheel Sensor (including removal & reinstallation of wheel assembly)
108125	0.3	Diagnose Air System
108999	4	Miscellaneous Air System Repair
110005	0.5	Adjust Brakes (w/o wheel work)
110015	1.2	Replace Brake Chamber Mounting Bracket with R&R Chamber
110018	0.3	Straighten/Weld Brake Chamber Mounting Bracket
110019	0.2	Resecure Spring Brake Chamber
110020	1.5	Replace Spring Brake Chamber
110021	0.3	Replace Fitting/Plugs on Spring Brake Chamber
110022	0.3	R&R Brake Chamber Yoke
110023	0.2	Straighten Brake Chamber Push Rod
110024	0.2	Cut Brake Chamber Push Rod to Proper Length & Adjust
110025	0.4	Replace Diaphragm
110030	0.5	Replace Slack Adjuster
110035	0.3	Free-up Slack Adjuster (1st)
110036	0.2	Free-up Each Additional Slack Adjuster
110040	1	Replace Cam Shaft & Bushing (w/o wheel work)
110041	0.6	Replace Cam Shaft & Bushing (w/ wheel work)
110042	0.3	Resecure Cam Shaft & Bushing
110045	1.6	Replace One Set Anchor Pins
110046	0.3	Replace Clevis Pin
110050	1.6	Replace Brake Drum (w/o wheel work)
110051	0.6	Replace Brake Drum (w/ wheel work)
110055	1.5	One Hub Brake Job
110060	6	Complete Brake Job (4 hub)
110061	9	Complete Brake Job (6 hub)
110065	0.5	Steam Clean Brakes, Hub & Drum (all)
110070	0.2	Replace Hub Cap and Gasket
110075	0.2	Replace Hub Cap Gasket Only
110077	0.2	Replace Hub Cap Vent Plug
110080	1	Replace Oil Seal (w/o wheel work)

110085	1	Replace Inner Bearing & Race (w/o wheel work)
110086	0.6	Replace Inner Bearing & Race (w/ wheel work)
110090	0.8	Replace Outer Bearing & Race (w/o wheel work)
110091	0.4	Replace Outer Bearing & Race (w/ wheel work)
110095	1.8	Replace Bearings - Complete (w/o wheel work)
110096	1.2	Replace Bearings - Complete (w/ wheel work)
110097	0.2	Resecure Wheel Bearings
110100	1.6	Replace Wheel Hub (w/o wheel work)
110101	0.8	Replace Wheel Hub (w/ wheel work)
110105	0.4	Fill All Hubs (w/o wheel work)
110110	0.3	Free-up and De-Ice Brake System (incls. heating of valves and tanks)
110115	0.2	Free-up Brakes, S-Cams, Slack Adjuster, Pins (per wheel)
110120	0.2	Drill Out Hub Cap Bolt & Re-tap Threads - 1 Bolt
110125	0.3	Drill Out Hub Cap Bolt & Re-tap Threads - 2 or 3 Bolts
110130	0.3	Drill Out Hub Cap Bolt & Re-tap Threads- 4 to 6 Bolts
110220	1.5	One Hub Brake Job (Hyundai Warranty)
110225	6	Complete Brake Job - 4 Hub (Hyundai Warranty)
110230	9	Complete Brake Job - 6 Hub (Hyundai Warranty)
110310	6	Repack Hubs - New Build CIMC Chassis
110999	10	Miscellaneous Brake Repair
115005	0.2	Replace Bulbs (1 to 5)
115006	0.3	Replace Bulbs (6 to 10)
115007	0.3	Replace Bulbs (11 to 15)
115010	0.2	Replace Marker Lights (1 to 3)
115011	0.1	Replace Marker Lights - each additional
115012	0.1	Straighten Marker Light Bracket
115015	0.2	Refasten Marker Lights (1 to 3)
115017	0.1	Rewire Marker Light
115020	0.2	Replace License Plate Light
115021	0.2	Replace Lens (1 to 5)
115022	0.3	Replace Lens (6 to 10)
115023	0.4	Replace Lens (11 to 15)
115024	0.2	Rewire Tail Light
115025	0.3	Replace Tail Light - Steel or Seal Beam
115026	0.2	Replace Grommet (1 to 5)
115027	0.3	Replace Grommet (6 to 10)
115028	0.4	Replace Grommet (11 to 15)
115029	0.2	Clean and Spread Prongs in 7-way Receptacle/Plug
115030	0.6	Replace 7-Way Plug (With or Without Breaker)
115034	0.2	Repair 7-way Cable
115035	0.4	Replace 7-Way Mounting Plate
115036	0.2	Straighten/Weld 7-way Mounting Plate
115037	0.2	Resecure 7-Way Cover
115038	0.2	Resecure 7-Way Housing
115040	0.6	Replace Junction Box
115045	3.2	Replace Main Wiring Harness
115050	0.5	Refasten Loose Wiring
115055	0.8	Replace Rear Bolster Harness (Left Side)
115056	0.8	Replace Rear Bolster Harness (Right Side)
115060	0.6	Check/Repair Short
115061	0.2	Replace Reflector (1 to 5)
115062	0.3	Replace Reflector (6 to 10)
115063	0.4	Replace Reflector (11 to 15)
115064	0.2	Resecure Tail Light Assembly
115065	0.5	Fabricate And Install Marker Light/ABS Mount
115066	0.2	R&R ABS Light
115999	4	Miscellaneous Electrical Repair
120001	1.5	Chassis - FHWA Inspection (Approval Required)
120004	0.3	Chassis - BIT Inspection
120015	0.5	Update FHWA Sticker & Install Document into Holder (Approval Required)
120017	0.2	Furnish and Install FHWA Plate
120020	0.2	Stencil Chassis - FHWA Date
120022	0.2	Resecure Equipment ID Plate
120024	0.2	Install Permanent Trailer ID (PTI)
120035	1.5	Pool/Non-Client Equipment - FHWA Inspection (Approval Required)
120040	0.5	Pool/Non-Client Equipment - Update FHWA Sticker & Install into Document Holder (Approval Required)
125005	1	Straighten/Weld Bolster (Major)
125006	0.5	Straighten/Weld Bolster (Intermediate)
125007	0.3	Straighten/Weld Bolster (Minor)
125010	8	Replace Front Bolster 20ft & 40ft - Complete With Components and Lock Assemblies
125015	4	Replace Front Bolster (Left Side)
125016	4	Replace Front Bolster (Right Side)
125020	10	Replace Rear Bolster - Complete With Components and Lock Assemblies
125025	4	Replace Rear Bolster (Left Side)
125030	4	Replace Rear Bolster (Right Side)

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125034	0.5	Straighten Bolster Gusset - Each
125035	0.5	Reweld Bolster Gusset - Each
125040	1.5	Insert Bolster - first 12in.
125045	0.3	Insert Bolster - each additional 12in.
125050	1.5	Replace Bolster Arm Gusset
125055	1	Straighten/Weld Slider Assembly
125060	0.5	Free Slider Assembly and Lubricate
125065	1	Furnish and Install Slider Locking Assembly
125069	0.3	Replace Slider Pin Handle Spring
125070	0.2	Replace Slider Pin Handle
125071	0.3	Replace Slider Handle Keeper
125072	0.2	Straighten/Weld Slider Handle Keeper
125075	0.2	Straighten/Weld Slider Lock Pin Handle
125076	0.3	Replace Slider Lock Pin Washer
125077	0.2	Straighten/Weld Slider Pin Arm (Link)
125078	0.3	Replace Slider Pin Arm (Link)
125079	0.3	Replace Slider Lock Pin Spring
125080	0.4	Replace Slider Lock Pin
125081	0.3	Free Up Slider Lock Pin & Lubricate
125085	0.3	Replace Slider Bracket Arm
125089	0.2	Replace Slider Pads - Each
125090	0.6	Replace Missing Slider Stops - Each
125091	0.3	Straighten/Weld Slider Stops - Each
125092	0.5	Tighten Slider Stop Bolts
125095	0.3	Replace Slider Bracket
125099	0.4	R&R Slider Guide
125100	0.2	Straighten/Weld Slider Guide
125105	0.3	Resecure Slider Pin Assembly
125107	0.3	Straighten/Weld Slider Pin Cage Assembly
125108	1.2	R&R Slider Pin Cage Assembly
125109	0.8	Fabricate & Install Slider Pin Cage Only
125110	0.3	Replace 4 Bolts at Slider Box
125115	0.3	Replace Slider Tandem Handle
125120	0.3	Heat, Straighten/Weld Slider Tandem Assembly
125125	3.5	Reinstall Slider Tandem
125126	0.5	Replace Striker Plate
125127	0.3	Straighten/Weld Striker Plate
125128	0.3	Straighten Striker Plate
125130	0.5	Weld Slider in Permanent Position (Approval Required)
125135	1.5	Replace Interim Crossmember
125140	2.4	Replace Twin Crossmember Over Tandem
125145	1.5	Replace Rear Crossmember
125146	0.3	Straigthen Crossmember - Each
125150	0.5	Straighten/Weld Crossmember - First 6"
125151	0.3	Straighten/Weld Crossmember - each additional 6"
125155	0.6	Replace Crossmember Gusset
125160	0.2	Straighten Crossmember Gusset
125165	0.5	Straighten Main Rails - Each 12"
125166	0.75	Straighten/Weld Main Rail - Each 12"
125167	0.5	Weld Main Rail - Each 12"
125175	1	Remove and Replace Fish Plate
125176	12	Replace Gooseneck
125180	1.5	Straighten/Reweld Gooseneck (Approval Required)
125185	0.8	Replace ICC Bumper (Horizontal Bar)
125190	1	Replace ICC Bumper (Vertical Bar)
125195	1.5	Replace Complete ICC Bumper
125200	0.2	Straighten/Weld ICC Bumper (Horizontal)
125205	0.2	Straighten/Weld ICC Bumper (Vertical)
125210	0.3	Straighten/Weld Tail Light Box
125215	2.5	Remove, Fabricate, and Install Tail Light Box
125216	2	Cheetah Taillight Housing/Mudflap Conversion
125217	0.3	Resecure Document Holder
125218	0.3	Install Document Holder Cover
125219	0.3	Install Document Holder
125220	0.3	R&R Dock Bumper
125225	0.8	Replace License Plate Mounting Bracket
125226	0.3	Straighten/Weld License Plate Mounting Bracket
125230	0.2	Replace License Plate
125231	0.3	Resecure License Plate
125232	0.5	License Plate Bracket-ICC Bumper Modification
125235	2	Install Underslung Genset Mounts
125240	1.5	Remove Underslung Genset Mounts
125300	0.3	Hyundai 20' Slider, Bottom Flange and Main Beam Web Inspection
125310	2	Hyundai 20' Slider, Type 1 Rpr, Install L&R Bottom Flange Gussets (No Cracks Visible)

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125320	2	Hyundai 20' Slider, Type 2 Rpr, Weld Cracks in L&R Bottom Flange and Install Flange Gussets
125330	3	Hyundai 20' Slider, Type 3 Rpr, Weld Cracks in L&R Bottom Flange and Beam Webs, Install Gussets and Reinforcement
125999	8	Miscellaneous Frame/Slider Assembly Repair
128005	5.6	Replace Pick Up Plate
128006	0.4	Straighten/Weld Pick Up Plate
128010	2.4	Replace King Pin
128015	1	Weld King Pin
128020	1.4	Replace King Pin Channel
128025	0.4	Replace King Pin Gusset Plate
128030	0.3	Lubricate Fifth Wheel
128035	2.5	Replace Fifth Wheel Stiffner
128040	1.3	Insert Main Rail - first 12in.
128045	0.5	Insert Main Rail - each additional 12in.
128999	6	Miscellaneous King Pin Assembly Repair
130004	1.75	Replace Gear Leg (w/ braces)
130005	1.75	Replace Non-Gear Leg (w/ braces)
130010	4	Replace Set of Landing Legs (w/ braces and cross shaft)
130011	3	Replace Set of Landing Legs (w/o braces)
130012	1.4	Replace Gear Leg (w/o braces)
130013	1.4	Replace Non-Gear Leg (w/o braces)
130015	1	Straighten Dolly Legs
130020	1.2	Replace Inner Leg (Gear side)
130021	1.2	Replace Inner Leg (Non-Gear)
130025	0.2	Replace Dust Cap
130030	2.4	Replace Leg Mounting Box
130033	0.2	Straighten/Weld W Bracket
130034	0.5	Replace W Bracket
130035	0.4	Replace Ear Brace
130036	0.2	Straighten/Weld Ear Brace
130039	0.3	Replace Adjustable Leg Brace (1)
130040	0.6	Replace Adjustable Leg Braces (w/o legs)
130041	0.2	Straighten/Weld Adjustable Leg Brace (Short/Long)
130044	0.2	Straighten/Weld Cross Brace
130045	0.4	Replace Cross Brace (w/o legs)
130046	0.2	Resecure Cross Brace
130049	0.3	Refasten Crank Handle
130050	0.2	Replace Crank Handle (w/o legs)
130051	0.3	Straighten Crank Handle
130052	0.4	R&R Crank Handle Retainer
130053	0.2	Straighten Crank Handle Retainer
130055	1	Replace Crank Shaft
130060	0.4	Straighten/Resecure Crank Shaft
130065	0.6	Replace Cross Shaft/Timing Bar (w/o legs)
130066	0.3	Weld Cross Shaft/Timing Bar
130067	0.4	Replace Cross Shaft/Timing Bar Bolts
130070	0.2	Weld Dolly Leg
130075	0.4	Time Landing Gear
130080	0.5	Lubricate Dolly Legs
130085	0.5	Straighten/Weld Dolly Leg Mount Box
130087	0.8	Straighten/Weld Gear Box
130090	1.4	Rebuild Gearbox
130095	0.3	Resecure Gearbox Cover
130096	0.3	Replace Gearbox Cover
130100	0.6	Replace Gearbox Bushing
130101	0.2	Resecure Gearbox Bushing
130105	0.6	Replace Split Pin
130110	0.4	Replace Sand Shoe or Wheel
130115	0.6	Replace Sand Shoe or Wheel With Axle
130116	0.5	Replace Sand Shoe Axle
130120	0.6	Replace Axle Housing
130125	0.3	Straighten 1 Landing Leg
130129	0.5	Straighten Axle Housing
130130	0.5	Straighten Sand Shoe
130131	0.5	Straighten Sand Shoe Axle/Axle Housing
130132	0.2	Straighten/Weld Sand Shoe/Axle/Axle Housing
130135	0.5	Re-weld Brace
130140	0.3	Tighten Side Mounting Bolts
130145	0.5	Replace Bolts in Gear Box
130150	0.2	Free-up Landing Gear
130155	0.2	Re-weld Ear Bracket to Dolly Legs
130165	0.2	Replace Crank Shaft Outer Bushing
130170	0.3	Resecure Sand Shoe
130174	0.3	Replace Landing Leg Mounting Bolts
130175	0.5	Resecure Landing Leg

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130180	0.3	Resecure Braces
130999	4	Miscellaneous Landing Leg Repair
145005	0.4	Replace Mud Flap
145010	0.8	Replace Mud Flap & Bracket
145015	0.5	Straighten/Weld Mud Flap Bracket
145017	0.2	Straighten Mud Flap Bracket
145020	0.3	Refasten Mud Flap
145999	1.5	Miscellaneous Mud Flap Repair
150015	2.4	Replace Spring Hanger
150017	0.3	R&R Spring Hanger Bolt and Nut
150020	0.75	Straighten/Weld Spring Hanger
150025	2.75	Replace Spring Seat
150026	0.5	Weld Spring Seat
150030	3.2	Replace Equalizer Hanger (w/ equalizer)
150035	2.4	Replace Equalizer Only
150040	2	Replace Leaf Spring
150045	0.8	Replace Spring U-Bolts - 1 Side
150046	0.2	Tighten U-Bolts to Proper Torque - 1 Side
150050	1.2	Replace Spring Saddle
150055	1	Replace Fixed or Adjustable Radius Rod
150061	1	R&R Radius Rod Bushing - Each
150062	0.5	Refasten Loose Radius Rod (Fixed or Adjustable)
150063	0.5	Replace Axle Lock Nuts w/ Cotter Pin
150064	0.75	Inspect Axle Bearings & Repack
150065	5.6	Replace Axle Assembly
150066	0.5	Tighten Axle Nut to Proper Torque (per axle end)
150068	0.3	Resecure Cross Brace/Stabilizer
150069	0.5	Replace Cross Brace/Stabilizer
150070	1	Align Axles
150071	0.5	Straighten Axle Assembly
150075	0.5	Replace Rocker Bolts In Equalizer
150080	0.2	Reset Leaf Spring Under Hanger Bolt
150085	0.3	Replace Grease Fitting
150999	6	Miscellaneous Suspension Repair
160001	0.3	Free Up Push Pin
160002	0.2	Straighten/Weld Push Pin
160003	0.3	Replace Push Pin
160004	0.2	Straighten/Weld Push Pin Handle
160005	0.2	Replace Push Pin Handle
160010	0.2	Straighten/Weld Push Pin Handle Keeper
160011	0.3	Free Up Push Pin Handle Keeper
160012	0.3	Refasten Push Pin Handle Keeper
160015	0.2	Replace Push Pin Handle Keeper
160016	0.3	Straighten/Weld Push Pin Handle Keeper Mount
160020	0.3	Straighten/Weld Push Pin Assembly
160025	0.5	Replace Push Pin Assembly
160026	0.3	Straighten/Weld Push Pin housing
160027	0.5	Replace Push Pin Housing
160028	0.2	Straighten/Weld Twist Lock Pin
160030	0.4	Replace Twist Lock Pin
160031	0.4	Free Up Twist Lock Pin
160035	0.2	Straighten/Weld Twist Lock Handle
160040	0.2	Replace Twist Lock Handle
160045	0.1	Straighten/Weld Twist Lock Handle Keeper
160046	0.3	Free Up Twist Lock Handle Keeper
160047	0.3	Refasten Twist Lock Handle Keeper
160050	0.2	Replace Twist Lock Handle Keeper
160051	0.3	Straighten/Weld Twist Lock Handle Keeper Mount
160055	0.3	Straighten/Weld Twist Lock Assembly
160060	0.6	Replace Twist Lock Assembly
160065	0.3	Straighten/Weld Twist Lock Housing
160070	0.8	Replace Twist Lock Housing
160075	0.4	Free-up Assembly
160076	0.2	Lubricate Locking Assemblies - All
160080	0.3	Replace/Refasten Handle Keeper Bolts
160085	0.5	Fabricate and Install New Handle Keeper Mount
160090	0.3	Install Compression Spring
160091	0.5	Replace Riser Block
160092	0.3	Straighten/Weld Riser Block
160095	0.2	Chain Container to Chassis each Location
160100	0.3	Reset Container on Chassis and Lock
160999	1	Miscellaneous Twist Lock Repair
165012	0.3	Resecure Conspicuity Plate - per section
165013	0.5	Replace Conspicuity Plate and Tape Per Section

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165014	0.3	Replace Conspicuity Tape Per Section
165015	0.5	Chassis - New/Complete Installation Conspicuity Tape - 20'
165016	1	Chassis - New/Complete Installation Conspicuity Tape - 40'
165017	0.5	Remove Customer Markings - 20ft./40ft. (Major - All Locations)
165018	0.3	Position Chassis For Repair
165019	0.5	Remove Customer Markings - 20ft./40ft. (Minor)
165021	0.3	Stencil Chassis (Minor)
165023	0.3	Stencil Chassis (Major - All Locations)
165025	0.2	Apply Equipment ID Decals (each location)
165035	1.5	Chassis Yard Check/Inventory
170010	0.2	Roadability Inspection
200004	0.5	Flat Repair
200005	1	Flat Repair (Includes Mount & Dismount From Chassis)
200010	1	New Tire Replacement - Including Mount/Dismount From Rim
200015	0.5	New Tire Replacement - Pre-Mounted
200020	0.4	New Tire Replacement - Including Mount/Dismount From Rim (Additional Tire Same Axle)
200025	0.3	New Tire Replacement - Pre-Mounted (Additional Tire Same Axle)
200030	0.3	New Tire Dismount from Rim
200035	0.3	New Tire Mount to Rim
200040	1	Recap Tire Replacement - Including Mount/Dismount From Rim
200045	0.5	Recap Tire Replacement - Pre-Mounted
200050	0.4	Recap Tire Replacement - Including Mount/Dismount From Rim (Additional Tire Same Axle)
200055	0.3	Recap Tire Replacement - Pre-Mounted (Additional Tire Same Axle)
200060	0.3	Recap Tire Dismount from Rim
200065	0.3	Recap Tire Mount to Rim
200070	1	Used Tire Replacement - Including Mount/Dismount From Rim
200075	0.5	Used Tire Replacement - Pre-Mounted
200080	0.4	Used Tire Replacement - Including Mount/Dismount From Rim (Additional Tire Same Axle)
200085	0.3	Used Tire Replacement - Pre-Mounted (Additional Tire Same Axle)
200090	0.3	Used Tire Dismount from Rim
200095	0.3	Used Tire Mount to Rim
200100	0.4	Replace Spacer (w/o tire replacement)
200102	0.8	Replace Rim - Dayton or Budd (w/o tire replacement)
200104	0.2	Stud/Nut/Wedge - Dayton (w/o drill out)
200106	0.6	Stud/Nut/Wedge - Dayton (w/ drill out)
200108	0.3	Stud/Nut/Wedge - Budd (w/o drill out)
200110	0.7	Stud/Nut/Wedge - Budd (w/ drill out)
200115	0.4	Tighten Lug Nuts (All Wheels)
200116	0.5	Replace Lock Ring
200120	0.4	Air Tires
200130	0.3	Replace Valve Stem/Cap
304005	8.4	Replace Bottom Side Rail (Partial Profile) - 20ft. Container - Complete w/gusset
304010	16.4	Replace Bottom Side Rail (Partial Profile) - 40ft. Container - Complete w/gusset
304015	0.8	Insert Bottom Side Rail (Partial Profile) - first 12in.
304020	0.4	Insert Bottom Side Rail (Partial Profile) - each additional 12in.
304025	13	Replace Bottom Side Rail (Full Profile) - 20ft. Container - Complete w/gusset
304030	25	Replace Bottom Side Rail (Full Profile) - 40ft. Container - Complete w/gusset
304035	1.6	Section Bottom Side Rail (Full Profile) - first 12in.
304040	0.6	Section Bottom Side Rail (Full Profile) - each additional 12in.
304045	0.6	Straighten Bottom Side Rail - first 12in.
304050	0.2	Straighten Bottom Side Rail - each additional 12in.
304055	0.6	Straighten/Weld Bottom Side Rail - first 12in.
304060	0.4	Straighten/Weld Bottom Side Rail - each additional 12in.
304065	0.4	Weld Bottom Side Rail - first 12in.
304070	0.2	Weld Bottom Side Rail - each additional 12in.
304075	0.2	Straighten Bottom Side Rail Flange - first 12in.
304080	0.2	Straighten Bottom Side Rail Flange - each additional 12in.
304085	0.4	Straighten/Weld Bottom Side Rail Flange - first 12in.
304090	0.4	Straighten/Weld Bottom Side Rail Flange - each additional 12in.
304095	0.2	Weld Bottom Side Rail Flange - first 12in.
304100	0.2	Weld Bottom Side Rail Flange - each additional 12in.
304105	0.6	Replace Bottom Side Rail C/Gusset - Each
304110	0.6	Straighten/Weld Bottom Side Rail Gusset - Each
304115	0.2	Weld Bottom Side Rail Gusset - Each
304999	7	Miscellaneous Bottom Side Rail Repair
307005	0.6	Replace Interior Front Top Rail Gusset - Each
307010	0.2	Straighten/Weld Interior Front Top Rail Gusset - Each
307015	3.6	Insert Front Top Rail (Partial Profile) - 96in. - Complete with Components
307020	1	Insert Front Top Rail (Partial Profile) - first 12in.
307025	0.4	Insert Front Top Rail (Partial Profile) - each additional 12in.
307030	4.8	Replace Front Top Rail (Full Profile) - 96in. - Complete With Components
307032	1.5	Replace Front Header/Extension Plate
307033	0.6	Straighten/Weld Front Header Extension Plate
307034	0.6	Insert Front Header/Extension Plate

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307035	1.6	Section Front Top Rail (Full Profile) - first 12in.
307040	0.6	Section Front Top Rail (Full Profile) - each additional 12in.
307045	0.6	Straighten Front Top Rail - first 12in.
307050	0.2	Straighten Front Top Rail - each additional 12in.
307055	0.6	Straighten/Weld Front Top Rail - first 12in.
307060	0.4	Straighten/Weld Front Top Rail - each additional 12in.
307065	0.4	Weld Front Top Rail - first 12in.
307070	0.2	Weld Front Top Rail - each additional 12in.
307999	3	Miscellaneous Front Top Rail (Front Header) Repair
310025	12	Replace Top Side Rail - 20ft. - Complete With Components
310030	21.6	Replace Top Side Rail - 40ft. - Complete With Components
310035	1.6	Section Top Side Rail (Full Profile) - first 12in.
310040	0.6	Section Top Side Rail (Full Profile) - each additional 12in.
310042	1	Insert Top Side Rail (Partial Profile) - first 12in.
310043	0.4	Insert Top Side Rail (Partial Profile) - each additional 12in.
310045	0.6	Straighten Top Side Rail - first 12in.
310050	0.2	Straighten Top Side Rail - each additional 12in.
310055	0.6	Straighten/Weld Top Side Rail - first 12in.
310060	0.4	Straighten/Weld Top Side Rail - each additional 12in.
310065	0.4	Weld Top Side Rail - first 12in.
310070	0.2	Weld Top Side Rail - each additional 12in.
310075	0.6	Replace Gusset (Interior Top Side Rail) - Each
310080	0.4	Straighten/Weld Gusset (Interior Top Side Rail) - Each
310999	5	Miscellaneous Top Side Rail Repair
311004	1.75	Furnish & Install Front Sill Saver
311005	0.2	Straighten Front Bottom Rail Flange - first 12in.
311010	0.2	Straighten Front Bottom Rail Flange - each additional 12in.
311015	0.4	Straighten/Weld Front Bottom Rail Flange - first 12in.
311020	0.2	Straighten/Weld Front Bottom Rail Flange - each additional 12in.
311025	0.2	Weld Front Bottom Rail Flange - first 12in.
311030	0.2	Weld Front Bottom Rail Flange - each additional 12in.
311035	0.6	Replace Interior Front Bottom Rail Gusset - Each
311040	0.2	Straighten/Weld Front Bottom Rail Gusset - Each
311045	2.8	Insert Front Bottom Rail (Partial Profile) - 96in. - Complete With Components
311050	1.2	Insert Front Bottom Rail (Partial Profile) - first 12in.
311055	0.4	Insert Front Bottom Rail (Partial Profile) - each additional 12in.
311060	4.8	Replace Front Bottom Rail (Full Profile) - 96in. - Complete With Components
311065	1.2	Section Front Bottom Rail (Full Profile) - first 12in.
311070	0.6	Section Front Bottom Rail (Full Profile) - each additional 12in.
311075	0.6	Straighten Front Bottom Rail - first 12in.
311080	0.2	Straighten Front Bottom Rail - each additional 12in.
311085	0.6	Straighten/Weld Front Bottom Rail - first 12in.
311090	0.2	Straighten/Weld Front Bottom Rail - each additional 12in.
311095	0.4	Weld Front Bottom Rail - first 12in.
311100	0.2	Weld Front Bottom Rail - each additional 12in.
311999	3	Miscellaneous Front Bottom Rail (Front Sill) Repair
313010	1.6	Insert Front Corner Post - first 12in.
313015	0.8	Insert Front Corner Post - each additional 12in.
313020	8	Replace Front Corner Post - Complete With Components
313025	1	Straighten Front Corner Post - first 12in.
313030	0.6	Straighten Front Corner Post - each additional 12in.
313035	0.6	Straighten/Weld Front Corner Post - first 12in.
313040	0.2	Straighten/Weld Front Corner Post - each additional 12in.
313045	0.4	Weld Front Corner Post - first 12in.
313050	0.2	Weld Front Corner Post - each additional 12in.
313055	2.8	Replace Upper or Lower Front Corner Casting
313999	3	Miscellaneous Front Corner Post Repair
316005	0.8	Insert Rear Corner Post J Bar - first 12in.
316010	0.4	Insert Rear Corner Post J Bar - each additional 12in.
316015	0.4	Straighten Rear Corner Post J Bar - first 12in.
316020	0.2	Straighten Rear Corner Post J Bar - each additional 12in.
316025	0.4	Straighten/Weld Rear Corner Post J Bar - first 12in.
316030	0.2	Straighten/Weld Rear Corner Post J Bar - each additional 12in.
316035	0.4	Weld Rear Corner Post J Bar - first 12in.
316040	0.2	Weld Rear Corner Post J Bar - each additional 12in.
316055	9.2	Replace Rear Corner Post - Complete With Components
316060	1	Straighten Rear Corner Post - first 12in.
316065	0.2	Straighten Rear Corner Post - each additional 12in.
316070	2.8	Replace Upper or Lower Rear Corner Casting
316999	3	Miscellaneous Rear Corner Post Repair
319003	0.75	Right Side Panel - Insert - 36 sq.in.
319005	1	Right Side Panel - Insert - 144 sq.in.
319010	0.2	Right Side Panel - Insert - over 144 sq.in. - Per 12in. of Perimeter
319015	0.6	Right Side Panel - Patch - 36 sq.in.

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319020	0.8	Right Side Panel - Patch - 144 sq.in.
319025	0.2	Right Side Panel - Patch - over 144 sq.in. - Per 12in. of Perimeter
319030	5.6	Right Side Panel - Replace - 48in.x96in.
319035	5.2	Right Side Panel - Replace - each additional 48in.x96in.
319040	0.4	Right Side Panel - Straighten - first 144 sq.in.
319045	0.2	Right Side Panel - Straighten - each additional 144 sq.in.
319050	0.5	Right Side Panel - Straighten/Weld - first 12in.
319055	0.2	Right Side Panel - Straighten/Weld - each additional 12in.
319060	0.4	Right Side Panel - Weld Pin Holes (1-6 Pin Holes)
319065	0.2	Right Side Panel - Weld Pin Holes - each additional set of 6 Pin Holes
319070	0.75	Left Side Panel - Insert - 36 sq.in.
319075	1	Left Side Panel - Insert - 144 sq.in.
319080	0.2	Left Side Panel - Insert - over 144 sq.in. - Per 12in. of Perimeter
319085	0.6	Left Side Panel - Patch - 36 sq.in.
319090	0.8	Left Side Panel - Patch - 144 sq.in.
319095	0.2	Left Side Panel - Patch - over 144 sq.in. - Per 12in. of Perimeter
319100	5.6	Left Side Panel - Replace - 48in.x96in.
319105	5.2	Left Side Panel - Replace - each additional 48in.x96in.
319110	0.4	Left Side Panel - Straighten - first 144 sq.in.
319115	0.2	Left Side Panel - Straighten - each additional 144 sq.in.
319120	0.5	Left Side Panel - Straighten/Weld - first 12in.
319125	0.2	Left Side Panel - Straighten/Weld - each additional 12in.
319130	0.4	Left Side Panel - Weld Pin Holes (1-6 Pin Holes)
319135	0.2	Left Side Panel - Weld Pin Holes - each additional set of 6 Pin Holes
319999	6	Miscellaneous Side Panel Repair
322005	1.6	Ventilator Combo - Insert Inner Panel/Install Plastic Vent
322010	1.2	Insert Inner Panel Behind Vent Cover Only
322015	1.2	Patch Steel Inner Vent - 24in.x4in.
322020	0.6	Remove/Reinstall Mech. Vent
322025	0.8	Replace Weld-On Vent With Steel Mech. Attached Vent
322030	0.4	Remove/Reinstall Plastic Vent
322035	0.8	Replace Weld-On or Mech. Attached Vent With Plastic Vent
322040	0.6	Patch Steel Liner/Outer Vent - 4in.x4in.
322045	0.8	Replace Weld-On Vent With Weld-On Vent
322050	0.1	Caulk Vent - Each
322055	0.2	Refasten Vent
322999	1	Miscellaneous Ventilator Repair
326003	0.75	Front Panel - Insert - 36 sq.in.
326005	1	Front Panel - Insert - 144 sq.in.
326010	0.2	Front Panel - Insert - over 144 sq.in. - Per 12in. of Perimeter
326012	0.6	Front Panel - Patch - 36 sq.in.
326015	0.8	Front Panel - Patch - 144 sq.in.
326020	0.2	Front Panel - Patch - over 144 sq.in. - Per 12in. of Perimeter
326025	5.6	Front Panel - Replace - 48in.x96in.
326030	5.2	Front Panel - Replace - additional 48in.x96in.
326035	0.4	Front Panel - Straighten - first 144 sq.in.
326040	0.2	Front Panel - Straighten - each additional 144 sq.in.
326045	0.5	Front Panel - Straighten/Weld - first 12in.
326050	0.2	Front Panel - Straighten/Weld - each additional 12in.
326055	0.4	Front Panel - Weld Pin Holes (1-6 Pin Holes)
326060	0.2	Front Panel - Weld Pin Holes - each additional set of 6 Pin Holes
326999	12	Miscellaneous Front Panel Repair
329020	6.4	Replace Door Header (Full Profile) - 96in. - Complete With Components
329021	1.5	Replace Rear Header/Extension Plate
329022	0.4	Straighten/Weld Rear Header Extension Plate
329023	0.4	Insert Rear Header/Extension Plate
329025	1.6	Section Door Header (Full Profile) - first 12in.
329030	0.6	Section Door Header (Full Profile) - each additional 12in.
329035	0.4	Straighten Door Header - first 12in.
329040	0.4	Straighten Door Header - each additional 12in.
329045	0.6	Straighten/Weld Door Header - first 12in.
329050	0.2	Straighten/Weld Door Header - each additional 12in.
329055	0.4	Weld Door Header - first 12in.
329060	0.2	Weld Door Header - each additional 12in.
329065	0.6	Replace Interior Door Header Gusset - Each
329070	0.2	Straighten/Weld Interior Door Header Gusset - Each
329075	0.6	Remove Rain Gutter
329080	0.2	Straighten Rain Gutter
329085	0.75	Needle Scale and Paint Rear Header - Complete
329999	3	Miscellaneous Rear Top Rail (Door Header) Repair
332004	1.75	Furnish & Install Door Sill Saver
332005	0.4	Straighten Door Sill Bottom Flange - first 12in.
332010	0.2	Straighten Door Sill Bottom Flange - each additional 12in.
332014	0.5	Straighten/Weld Door Sill Bottom Flange - first 12in.

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332015	0.2	Straighten/Weld Door Sill Bottom Flange - each additional 12in.
332020	0.4	Weld Door Sill Bottom Flange - first 12in.
332025	0.2	Weld Door Sill Bottom Flange - each additional 12in.
332030	0.6	Replace Interior Door Sill Gusset - Each
332035	0.4	Straighten/Weld Interior Door Sill Gusset - Each
332040	3.6	Insert Door Sill (Partial Profile) - 96in. - Complete With Components & Keepers
332045	1.2	Insert Door Sill (Partial Profile) - first 12in.
332050	0.4	Insert Door Sill (Partial Profile) - each additional 12in.
332055	5.6	Replace Door Sill (Full Profile) - 96in. - Complete With Components & Keepers
332060	1.6	Section Door Sill (Full Profile) - first 12in.
332065	0.6	Section Door Sill (Full Profile) - each additional 12in.
332070	0.4	Straighten Door Sill - first 12in.
332075	0.2	Straighten Door Sill - each additional 12in.
332080	0.6	Straighten/Weld Door Sill - first 12in.
332085	0.2	Straighten/Weld Door Sill - each additional 12in.
332090	0.4	Weld Door Sill - first 12in.
332095	0.2	Weld Door Sill - each additional 12in.
332097	0.5	Needle Scale and Paint Rear Sill - Complete
332999	3	Miscellaneous Rear Bottom Rail (Door Sill) Reapir
335005	0.2	Replace Australian Wood Treatment Plate
335010	0.2	Straighten/Resecure Australian Wood Treatment Plate
335015	0.2	Replace Certification Plate (TIR)
335020	0.2	Straighten/Resecure Certification Plate (TIR)
335025	0.4	Replace CSC Plate
335030	0.2	Straighten/Resecure CSC Plate
335999	2	Miscellaneous Door Sill Plate Repair
338005	6.4	Replace One Complete Door Assembly (Using Existing Hardware)
338006	12	Replace One Complete Door Assembly (With New Hardware)
338010	3	Insert Upper Face Panel Edge - 48in.x8in. - Includes Removal/Reinstall Hardware
338011	3	Insert Lower Face Panel Edge - 48in.x8in. - Includes Removal/Reinstall Hardware
338015	2.8	Patch Upper Face Door Panel - 48in.x8in. - Includes Removal/Reinstall Hardware
338016	2.8	Patch Lower Face Door Panel - 48in.x8in. - Includes Removal/Reinstall Hardware
338020	1.4	Insert Door Panel Behind Hinge
338025	1.4	Patch Door Panel Behind Hinge
338030	0.75	Door Panel - Insert - 36 sq.in.
338035	1	Door Panel - Insert - 144 sq.in.
338040	0.2	Door Panel - Insert - over 144 sq.in. - Per 12in. of Perimeter
338045	0.6	Door Panel - Patch - 36 sq.in.
338050	0.8	Door Panel - Patch - 144 sq.in.
338055	0.2	Door Panel - Patch - over 144 sq. in. - Per 12in. of Perimeter
338060	0.4	Door Panel - Straighten - first 144 sq.in.
338065	0.2	Door Panel - Straighten - each additional 144 sq.in.
338070	0.5	Door Panel - Straighten/Weld - first 12in.
338075	0.2	Door Panel - Straighten/Weld - each additional 12in.
338080	0.4	Door Panel - Weld Pin Holes (1-6 Pin Holes)
338085	0.2	Door Panel - Weld Pin Holes - each additional set of 6 Pin Holes
338086	0.2	Door Panel - Seal Rust Holes
338090	0.2	Replace Cargo Label Plate
338095	0.2	Straighten/Resecure Cargo Label Plate (Stainless Steel)
338100	1	Install Door Onto Container
338105	1	Remove Door From Container
338106	0.6	Realign Door - Each
338110	0.2	Replace Door Retaining Cable/Chain
338115	0.2	Install Door Hold Back Cable Retainer
338999	4	Miscellaneous Door Assembly Repair
341005	2.4	Replace Complete Door Seal - 288in. - Including Retaining Strip
341010	0.6	Section Door Seal - first 48in. - Including Strip & Corner Tabs
341015	0.4	Section Door Seal - each additional 48in. - Including Strip & Corner Tabs
341020	1.2	Replace Complete Door Gasket Retainer - 288in.
341025	0.4	Section Retainer Strip - first 48in.
341030	0.2	Section Retainer Strip - each additional 12in.
341035	0.4	Straighten/Fasten Retainer Strip - first 48in.
341040	0.2	Straighten/Fasten Retainer Strip - each additional 12in.
341045	0.2	Reseal Door Gasket w/ Caulk
341050	1.5	Remove Door Gasket, Scrape Rust and Paint, Reinstall Gasket
341999	1.5	Miscellaneous Door Seal & Retaining Strip Repair
344005	1.2	Replace Complete Door Hinge Assembly (Blade, Lug & Pin)
344010	1	Replace Hinge Blade Only
344015	0.2	Straighten Hinge Blade
344020	0.8	Replace Hinge Lug & Pin
344025	0.8	Replace Hinge Pin Only
344030	0.2	Refasten Door Hinge
344031	0.2	Straighten/Weld Door Hinge
344999	1.5	Miscellaneous Door Hinge Repair

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347005	1.4	Replace Complete Door Locking Bar Assembly
347010	1.6	Replace Door Locking Bar Only
347015	0.8	Section Door Locking Bar
347022	0.3	Free-Up Misc Door Hinges, Locking Bar Assy, Catches & Handle
347025	0.4	Straighten Door Locking Bar
347030	0.6	Replace Door Locking Bar Cam Only
347035	0.4	Replace Door Locking Bar Cam/Retainer (Keeper) Only
347036	0.2	Straighten Door Locking Bar Cam
347040	0.2	Resecure Door Locking Bar Cam Keeper
347045	0.4	Replace Door Handle Catch Only
347050	0.2	Straighten Locking Bar Catch
347055	0.4	Replace Door Locking Bar Handle Hub
347060	0.2	Straighten Door Locking Bar Handle Hub
347065	0.2	Remove/Reinstall Locking Bar Catch (Retainer)
347070	0.2	Replace Door Locking Bar Retainer & Catch
347075	0.2	Straighten Door Handle Retainer/Catch
347080	0.2	Replace Door Locking Bar Handle
347085	0.2	Straighten Door Locking Bar Handle
347090	0.2	Replace Door Locking Bar Handle Retainer Only
347095	0.2	Straighten Door Locking Bar Handle Retainer Only
347100	0.4	Remove/Install Large Bearing Bracket
347105	0.4	Replace Large End Bearing Bracket
347110	0.2	Resecure Large Bearing Bracket
347115	0.2	Straighten Large Bearing Bracket
347120	0.2	Remove/Reinstall Small Bearing Bracket
347125	0.2	Replace Small Bearing Bracket
347130	0.2	Resecure Small Bearing Bracket
347135	0.2	Straighten Small Bearing Bracket
347140	0.2	Replace Lock Bar Guide
347145	0.2	Straighten Lock Bar Guide
347150	0.2	Resecure Lock Bar Guide
347999	1.5	Miscellaneous Door Locking Bar Repair
349002	0.2	Repair Pinholes (1 to 10)
349003	0.35	Repair Pinholes (11 to 25)
349004	0.4	Patch - 36 sq.in.
349005	0.6	Patch - 144 sq.in.
349010	0.2	Patch - over 144sq.in. - Per 12in. of Perimeter
349015	2	Install New Tarp and Cable - 20ft.
349020	3	Install New Tarp and Cable - 40ft.
349021	2	Remove and Reinstall Tarp and Cable - 20 ft.
349022	3	Remove and Reinstall Tarp and Cable - 40 ft.
349025	0.4	Replace Grommet w/ patch - first
349030	0.2	Replace Grommet w/ patch - each additional
349035	0.2	Replace Tarp Eyelet
349040	0.4	Replace Tarp Cable - 20 ft.
349045	0.8	Replace Tarp Cable - 40 ft.
349050	0.1	Install Roof Bow - Each
349051	0.1	Reinstall Existing Roof Bow
349052	0.1	Straighten/Weld Roof Bow
349053	0.3	Fabricate Roof Bow
349055	0.4	Replace Header Pin Assembly (pin and chain)
349060	0.2	Replace Header Pin Chain
349065	0.8	Replace Header Pin Lug
349070	9.6	Replace Removable Rear Header (Approval Required)
349072	9.6	Replace Removable Front Header (Approval Required)
349075	4	Replace Rear Header Drip Pan (12in.x76in.)
349080	1.6	Replace Corner Drip Pan
349081	0.5	Straighten/Weld Corner Drip Pan
349085	0.5	Raise/Lower Flat Rack and Bulk Heads
349090	0.5	Heat and Straighten End Wall Locking Pins
349095	0.2	Weld End Wall Locking Pin Stopper - Each
349100	0.3	Free-up End Wall Locking Pin - Each
349999	4	Miscellaneous Open Top/Flat Rack - Tarp/Header Repair
353005	17.6	Flat Roof Assembly - Replace - 240in.x96in. - Including Bows
353010	28.8	Flat Roof Assembly - Replace - 480in.x96in. - Including Bows
353012	12.8	Flat Roof Assembly - Replace - 240in.x96in. - Without Bows
353013	20	Flat Roof Assembly - Replace - 480in.x96in. - Without Bows
353015	1	Replace 1st Roof Bow
353020	0.6	Replace Each Additional Roof Bow
353025	0.4	Straighten 1st Roof Bow
353030	0.2	Straighten Each Additional Roof Bow
353035	0.4	Weld First Roof Bow to Top Rail
353040	0.2	Weld Each Additional Roof Bow to Top Rail
353042	0.2	Reseal Or Apply Temporary Patch To Roof Panel

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353045	0.6	Flat Roof Panel - Patch - 36 sq.in.
353050	0.8	Flat Roof Panel - Patch - 144 sq.in.
353055	0.2	Flat Roof Panel - Patch - over 144 sq.in. - Per 12in. of Perimeter
353056	0.8	Flat Roof Panel - Insert - 36 sq. in.
353057	1	Flat Roof Panel - Insert - 144 sq. in.
353058	0.2	Flat Roof Panel - Insert - over 144 sq. in. - Per 12in. of Perimeter
353060	3.6	Flat Roof Panel - Replace - 48in.x96in.
353065	3	Flat Roof Panel - each additional 48in.x96in.
353070	0.4	Flat Roof Panel - Straighten - first 144 sq.in.
353075	0.2	Flat Roof Panel - Straighten - each additional 144 sq.in.
353080	0.5	Flat Roof Panel - Straighten/Weld - first 12in.
353085	0.2	Flat Roof Panel - Straighten/Weld - each additional12in.
353090	0.4	Flat Roof Panel - Weld Pin Holes (1-6 Pin Holes)
353095	0.2	Flat Roof Panel - Weld Pin Holes - each additional set of 6 Pin Holes
353100	1	Replace Roof Corner Plate (Reinforcement) - Each
353105	0.4	Straighten/Weld Roof Protection Plate
353999	2	Miscellaneous Flat Roof Assembly Repair
356003	0.2	Reseal Or Apply Temporary Patch To Roof Panel
356005	0.6	Corrugated Roof Panel - Patch - 36sq.in.
356010	0.8	Corrugated Roof Panel - Patch - 144 sq.in.
356015	0.2	Corrugated Roof Panel - Patch - over 144 sq.in. - Per 12in. of Perimeter
356016	0.8	Corrugated Roof Panel - Insert - 36 sq. in.
356017	1	Corrugated Roof Panel - Insert - 144 sq. in.
356018	0.2	Corrugated Roof Panel - Insert - over 144 sq. in. - Per 12in. of Perimeter
356020	3.6	Corrugated Roof Panel - Replace - 48in.x96in.
356021	3	Corrugated Roof Panel - Replace - each additional 48in.x96in.
356022	17.6	Corrugated Roof Assembly - Replace - Complete 20ft
356024	28.8	Corrugated Roof Assembly - Replace - Complete 40ft
356025	0.4	Corrugated Roof Panel - Straighten - first 144 sq.in.
356030	0.2	Corrugated Roof Panel - Straighten - each additional 144 sq.in.
356035	0.5	Corrugated Roof Panel - Straighten/Weld - first 12in.
356040	0.2	Corrugated Roof Panel - Straighten/Weld - each additional 12in.
356045	0.4	Corrugated Roof Panel - Weld - first 12in.
356050	0.2	Corrugated Roof Panel - Weld - each additional 12in.
356055	0.4	Corrugated Roof Panel - Weld Pin Holes (1-6 Pin Holes)
356060	0.2	Corrugated Roof Panel - Weld Pin Holes - each additional set of 6 Pin Holes
356999	2	Miscellaneous Corrugated Roof Assembly Repair
359010	0.2	Replace Cargo Lashing Rings - Each
359015	0.2	Straighten Cargo Lashing Rings - Each
359020	0.2	Straighten/Weld Cargo Lashing Rings - Each
359045	12.8	Replace Complete Plank Board Floor - 240in.x96in.
359050	20.8	Replace Complete Plank Board Floor - 480in.x96in.
359055	0.2	Resecure Up to 10 Floor Screws
359060	0.2	Resecure 10 Each Additional Floor Screws
359065	1	Section Floor Planks - minimum 48in.x5in. or 7in.
359070	0.1	Section Floor Planks (Per Linear) - each additional 12in.x5in. or 7in.
359999	3	Miscellaneous Plank Floor Assembly Repair
362010	0.2	Replace Cargo Lashing Rings - Each
362015	0.2	Straighten Cargo Lashing Rings - Each
362020	0.2	Straighten/Weld Cargo Lashing Rings - Each
362045	12.8	Replace Complete Laminated Hardwood Floor - 240in.x96in.
362050	20.8	Replace Complete Laminated Hardwood Floor - 480in.x96in.
362055	0.2	Resecure up to 10 Floor Screws
362060	0.2	Resecure Each Additional 10 Floor Screws
362065	1.2	Section Floor Laminated Plank - minimum 48in.x12in.
362070	0.1	Section Floor Plank (Per Linear) - each additional 12in.x12in.
362999	2	Miscellaneous Laminated Hardwood Floor Repair
365010	0.2	Replace Cargo Lashing Rings - Each
365015	0.2	Straighten Cargo Lashing Rings - Each
365020	0.2	Straighten/Weld Cargo Lashing Rings - Each
365045	10.4	Replace Complete Plywood Floor - 240in.x96in.
365050	19.2	Replace Complete Plywood Floor - 480in.x96in.
365055	0.2	Resecure up to 10 Floor Screws
365060	0.2	Resecure 10 Each Additional Floor Screws
365061	0.2	Seal Flooring (Minor)
365062	0.35	Seal Flooring (Intermediate)
365063	0.5	Seal Flooring (Major)
365065	2	Section Plywood Flooring - 48in.x48in. (Half Panel 16 sq.ft.)
365070	2.8	Section Plywood Flooring - 48in.x96in. (Full Panel 32 sq.ft.)
365075	2.8	Section Plywood Flooring - 48in.x120in. (40 sq.ft.)
365080	1	Section Plywood Flooring - 24in. x 24in. (4 sq.ft.)
365085	1.3	Section Plywood Flooring - 24in. x 36in. (6 sq.ft.)
365090	1.5	Section Plywood Flooring - 48in. x 24in. (8 sq.ft.)
365095	1.75	Section Plywood Flooring - 48in. x 36in. (12 sq.ft.)

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365096	2.2	Section Plywood Flooring - 48in. x 60in. (20 sq. ft.)
365097	2.4	Section Plywood Flooring - 48in. x 72in. (24 sq. ft.)
365999	2	Miscellaneous Plywood Floor Assembly Repair
367025	1.6	Remove/Straighten/Reinstall Threshold Plate
367030	1.2	Replace Threshold Plate
367035	0.2	Resecure Threshold Plate
367040	0.2	Straighten Threshold Plate
367050	1	R&R Hat Section Complete w/ floor repair
367055	3	R&R Hat Section Complete w/o floor repair
367060	0.5	Insert Hat Section - first 12in.
367065	0.1	Insert Hat Section - each additional 12in.
367070	0.3	Straighten/Weld Hat Section - first 12in.
367075	0.1	Straighten/Weld Hat Section - each additional 12in.
367076	0.1	Reseal Hat Section
367999	3	Miscellaneous Threshold Plate/Hat Section Repair
368005	0.2	Set-up Time
368010	1.6	Crossmember - Replace - Each
368020	0.4	Crossmember - Insert - Each 12in.
368025	0.2	Crossmember - Insert - Each additional 12in.
368030	0.4	Crossmember - Straighten - Each 12in.
368035	0.2	Crossmember - Straighten - Each additional 12in.
368040	0.5	Crossmember - Straighten/Weld - Each 12in.
368045	0.2	Crossmember - Straighten/Weld - Each additional 12in.
368050	0.4	Crossmember Flange - Straighten - Each 12in.
368055	0.2	Crossmember Flange - Straighten - Each additional 12in.
368060	0.5	Crossmember Flange - Straighten/Weld - Each 12in.
368055	0.2	Crossmember Flange - Straighten/Weld - Each additional 12in.
368070	0.8	Outrigger - Replace - Each
368080	0.4	Outrigger - Straighten - Each 12in.
368085	0.2	Outrigger - Straighten - Each additional 12in.
368090	0.5	Outrigger - Straighten/Weld - Each 12in.
368095	0.2	Outrigger - Straighten/Weld - Each additional 12in.
368100	0.4	Outrigger Flange - Straighten - Each 12in.
368105	0.2	Outrigger Flange - Straighten - Each additional 12in.
368110	0.5	Outrigger Flange - Straighten/Weld - Each 12in.
368115	0.2	Outrigger Flange - Straighten/Weld - Each additional 12in.
368999	1.5	Miscellaneous Crossmember Repair
371005	2	Insert Fork Pocket Side Full Length - first 96in.
371010	1.6	Insert Fork Pocket Side Full Length - each additional 96in.
371015	0.8	Insert Fork Pocket - first 12in.
371020	0.4	Insert Fork Pocket - each additional 12in.
371025	4	Replace Fork Pocket Assembly (Complete With Straps & Top Plate)
371030	0.8	Straighten First Fork Pocket Side
371035	0.4	Straighten Each Additional Fork Pocket Side
371040	0.4	Straighten/Weld Fork Pocket Side - first 12in.
371045	0.2	Straighten/Weld Fork Pocket Side - each additional 12in.
371050	0.2	Weld Fork Pocket Side - first 12in.
371055	0.2	Weld Fork Pocket Side - each additional 12in.
371060	0.6	Replace Fork Pocket (Strap Only)
371065	0.4	Straighten Fork Pocket (Strap Only)
371070	0.4	Straighten/Weld Fork Pocket (Strap Only)
371075	0.2	Weld Fork Pocket (Strap Only)
371080	0.2	Straighten Bottom Flange Fork Pocket
371999	2	Miscellaneous Fork Pocket Repair
374005	16	Replace Complete Tunnel Assembly
374010	4.8	Insert Gooseneck Tunnel Longitudinal Rail - 124in.
374015	0.8	Insert Gooseneck Tunnel Longitudinal Rail - first 12in.
374020	0.2	Insert Gooseneck Tunnel Longitudinal Rail - each additional 6in.
374025	5.2	Replace Gooseneck Longitudinal Rail - 124in.
374030	0.2	Straighten/Weld Gooseneck Tunnel Longitudinal Rail - first 6in.
374035	0.2	Straighten/Weld Gooseneck Tunnel Longitudinal Rail - each additional 6in.
374040	0.2	Weld Gooseneck Tunnel Longitudinal Rail - first 6in.
374045	0.2	Weld Gooseneck Tunnel Longitudinal Rail - each additional 6in.
374050	0.4	Straighten Gooseneck Top Plate Stiffner
374055	1.5	Replace Tunnel Member
374999	5	Miscellaneous Tunnel Assembly Repair
377022	0.2	Blow Out Container - 20ft.
377024	0.3	Blow Out Container - 40ft.
377028	1.6	Grind (Sand) Clean Floor - 20ft.
377029	2.8	Grind (Sand) Clean Floor - 40ft.
377030	0.2	Sweep Container - 20ft.
377035	0.4	Sweep Container - 40ft.
377037	0.8	Chemically Clean Floor - 20ft.
377038	1.2	Chemically Clean Floor - 40ft.

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377040	0.4	Remove Dunnage - 20ft. - Includes Sweep and Removal of Nails
377041	0.6	Remove Dunnage - 40ft. - Includes Sweep and Removal of Nails
377045	0.2	Nail Removal and Seal Holes - 20ft/40ft.
377046	0.5	Wash Container - 20ft. - Dirty
377047	0.8	Wash Container - 40ft. - Dirty
377050	0.6	Steam Clean Container - 20ft. - Dirty
377055	1	Steam Clean Container - 40ft. - Dirty
377057	0.5	Remove rust and paint - Inside Container (Approval Required)
377059	1	Smoke test and prep container
377060	1	Remove Garment Rack - 20ft. - Aluminum Container (Bolted)
377061	2	Remove Garment Rack - 20ft. - Steel Container (Welded)
377062	2	Remove Garment Rack - 40ft. - Aluminum Container (Bolted)
377063	3	Remove Garment Rack - 40ft. - Steel Container (Welded)
377072	0.5	Install Hide Liner - 20ft.
377074	0.75	Install Hide Liner - 40ft.
377076	1.3	Install Dew Catcher - 20ft.
377077	1.75	Install Dew Catcher - 40ft.
377078	1	Remove Dew Catcher - 20ft.
377079	1.5	Remove Dew Catcher - 40ft.
377080	0.2	Tape Holes On Loaded Containers
377083	0.2	Remove Tape From Vents
377084	0.2	Tape Vents
377085	0.2	Remove String, Paper and Tape from Roof and Cargo Rings
377086	0.2	Remove/Reinstall Door Cargo Seal
377092	0.5	Wash Container - 20ft. - Food Grade
377094	0.8	Wash Container - 40ft. - Food Grade
377096	0.6	Steam Clean Container - 20ft. - Food Grade
377098	1	Steam Clean Container - 40ft. - Food Grade
377099	0.2	Prep Container (specialized cargo) - 20ft. (Plus Materials)
377101	0.4	Prep Container (specialized cargo) - 40ft. (Plus Materials)
380005	0.4	Remove or Paint Over Up to 3 Customer Markings / Grafitti
380010	0.4	Remove or Paint Over Each Additional 3 Customer Markings
380015	0.2	Replace Customer Door Logo
380020	0.4	Replace Large Customer Logo (Per Letter)
380025	0.2	Replace Single Character of Weight Panel or Fleet Number
380030	0.2	Replace Multiples of 6 Characters of Weight or Fleet Number
380035	0.2	Replace Weight Panel Decal
380040	0.2	Remove Placards (1 to 3)
380045	0.4	Remove Placards (4 to 6)
380046	0.6	Remove Placards (7 to 10)
380047	0.8	Remove Placards (11 to 14)
380050	0.2	Apply Cargo Labels
380999	1.5	Miscellaneous Decal/Placard Repair
501005	22	Steel - Replace Bottom Side Rail - Inc Foaming (Partial Profile) - 20ft. Container - Complete w/gusset
501010	36	Steel - Replace Bottom Side Rail - Inc Foaming (Partial Profile) - 40ft. Container - Complete w/gusset
501015	1.3	Steel - Insert Bottom Side Rail - Inc Foaming (Partial Profile) - first 12in.
501020	0.4	Steel - Insert Bottom Side Rail - Inc Foaming (Partial Profile) - each additional 12in.
501025	22	Steel - Replace Bottom Side Rail - Inc Foaming (Full Profile) - 20ft. - Complete w/gusset
501030	36	Steel - Replace Bottom Side Rail - Inc Foaming (Full Profile) - 40ft. - Complete w/gusset
501035	1.8	Steel - Section Bottom Side Rail - Inc Foaming (Full Profile) - first 12in.
501040	0.9	Steel - Section Bottom Side Rail - Inc Foaming (Full Profile) - each additional 12in.
501045	0.6	Steel - Straighten Bottom Side Rail - first 12in.
501050	0.3	Steel - Straighten Bottom Side Rail - each additional 12in.
501055	0.7	Steel - Straighten/Weld Bottom Side Rail - first 12in.
501060	0.4	Steel - Straighten/Weld Bottom Side Rail - each additional 12in.
501065	0.6	Steel - Weld Bottom Side Rail - first 12in.
501070	0.3	Steel - Weld Bottom Side Rail - each additional 12in.
501075	0.4	Steel - Straighten Bottom Side Rail Flange - first 12in.
501080	0.2	Steel - Straighten Bottom Side Rail Flange - each additional 12in.
501085	0.5	Steel - Straighten/Weld Bottom Side Rail Flange - first 12in.
501090	0.3	Steel - Straighten/Weld Bottom Side Rail Flange - each additional 12in.
501095	0.4	Steel - Weld Bottom Side Rail Flange - first 12in.
501100	0.2	Steel - Weld Bottom Side Rail Flange - each additional 12in.
501105	2.3	Steel - Replace Bottom Side Rail C/Gusset (Inc Foaming)- Each
501110	0.3	Steel - Straighten/Weld Bottom Side Rail Gusset - Each
501115	0.3	Steel - Weld Bottom Side Rail Gusset - Each
501120	0.3	Steel - Drill Electric Cord Mounting Holes & Secure Cable
501130	2	Aluminum - Insert and Plate Lower Half of Bottom Side Rail - (Partial Profile) - first 12in.
501135	0.5	Aluminum - Insert and Plate Lower Half of Bottom Side Rail - (Partial Profile) - each additional 12in.
501140	3	Aluminum - Insert and Plate Upper Half of Bottom Side Rail - Inc Patching and Foaming (Partial Profile) - first 12in.
501145	0.75	Aluminum - Insert and Plate Upper Half of Bottom Side Rail - Inc Patching and Foaming (Partial Profile) - each additional 12in.
501150	28	Aluminum - Replace Bottom Side Rail - Inc Foaming (Full Profile) - 20ft. - Complete
501155	51	Aluminum - Replace Bottom Side Rail - Inc Foaming (Full Profile) - 40ft. - Complete
501160	6	Aluminum - Section Bottom Side Rail - Inc Foaming (Full Profile) - 1 splice - first 48in.

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501165 7.75 Aluminum - Section Bottom Side Rail - Inc Foaming (Full Profile) - 2 splice - first 48in. 501170
0.8 Aluminum - Section Bottom Side Rail - Inc Foaming (Full Profile) - each additional 12in.501175
0.5 Aluminum - Straighten Bottom Side Rail - first 12in.

501180 0.3 Aluminum - Straighten Bottom Side Rail - each additional 12in.
501185 0.3 Aluminum - Drill Electric Cord Mounting Holes & Secure Cable

504005 22 Steel - Replace Top Side Rail - 20ft. - Inc Foaming - Complete With Components504010 36 Steel - Replace Top Side Rail - 40ft. - Inc Foaming - Complete With Components504015 2.2 Steel - Section Top Side Rail - Inc Foaming (Full Profile) - first 12in.

504020 0.8 Steel - Section Top Side Rail - Inc Foaming (Full Profile) - each additional 12in.504025
2 Steel - Insert Top Side Rail - Inc Foaming (Partial Profile) - first 12 in.

504030 0.6 Steel - Insert Top Side Rail - Inc Foaming (Partial Profile) - each additional 12 in.504035
0.6 Steel - Straighten Top Side Rail - first 12in.

504040 0.3 Steel - Straighten Top Side Rail - each additional 12in.
504045 0.7 Steel - Straighten/Weld Top Side Rail - first 12in.

504050 0.4 Steel - Straighten/Weld Top Side Rail - each additional 12in.
504055 0.6 Steel - Weld Top Side Rail - first 12in.

504060 0.3 Steel - Weld Top Side Rail - each additional 12in.

504065 22 Aluminum - Replace Top Side Rail - 20ft. - Inc Foaming - Complete With Components504070 36 Aluminum - Replace Top Side Rail - 40ft. - Inc Foaming - Complete With Components504075 5.8 Aluminum - Section Top Side Rail - Inc Foaming (Full Profile) - 1 splice - first 48in.

504080 6.8 Aluminum - Section Top Side Rail - Inc Foaming (Full Profile) - 2 splice - first 48in. 504085
0.8 Aluminum - Section Top Side Rail - Inc Foaming (Full Profile) - each additional 12in.504090
0.5 Aluminum - Straighten Top Side Rail - first 12in.

504095 0.3 Aluminum - Straighten Top Side Rail - each additional 12in.
504100 1.2 Aluminum - Insert Roof Angle - first 12 in.

504105 0.8 Aluminum - Insert Roof Angle - each additional 12 in.

504110 2 Aluminum - Insert and Plate Lower Half of Top Side Rail - Inc Patching and Foaming - first 12 in.

504115 1 Aluminum - Insert and Plate Lower Half of Top Side Rail - Inc Patching and Foaming - each additional 12 in.504120 2.2 Aluminum - Replace Gusset (Exterior Top Side Rail) - Each

504125 0.6 Aluminum - Straighten/Weld Gusset (Exterior Top Side Rail) - Each

504130 3 Aluminum - Replace End Frame Gusset - Inc Patching and Foaming - Each507005
1.75 Furnish & Install Front Sill Saver

507010 0.2 Straighten Front Bottom Rail Flange - first 12in.

507015 0.1 Straighten Front Bottom Rail Flange - each additional 12in.
507020 0.4 Straighten/Weld Front Bottom Rail Flange - first 12in.

507025 0.2 Straighten/Weld Front Bottom Rail Flange - each additional 12in.
507030 0.2 Weld Front Bottom Rail Flange - first 12in.

507035 0.1 Weld Front Bottom Rail Flange - each additional 12in.
507040 0.6 Replace Interior Front Bottom Rail Gusset - Each 507045
0.2 Straighten/Weld Front Bottom Rail Gusset - Each

507050 3 Insert Front Bottom Rail - Inc Foaming (Partial Profile) - 96in. - Complete With Components507055
1.3 Insert Front Bottom Rail - Inc Foaming (Partial Profile) - first 12in.

507060 0.5 Insert Front Bottom Rail - Inc Foaming (Partial Profile) - each additional 12in.

507065 2.8 Insert Front Bottom Rail - No Foaming (Partial Profile) - 96in. - Complete With Components507070
1 Insert Front Bottom Rail - No Foaming (Partial Profile) - first 12in.

507075 0.3 Insert Front Bottom Rail - No Foaming (Partial Profile) - each additional 12in.

507080 7 Replace Front Bottom Rail - Inc Foaming (Full Profile) - 96in. - Complete With Components507085 2 Section Front Bottom Rail - Inc Foaming (Full Profile) - first 12in.

507090 1 Section Front Bottom Rail - Inc Foaming (Full Profile) - each additional 12in.507095
0.6 Straighten Front Bottom Rail - first 12in.

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507100	0.3	Straighten Front Bottom Rail - each additional 12in.
507105	0.7	Straighten/Weld Front Bottom Rail - first 12in.
507110	0.4	Straighten/Weld Front Bottom Rail - each additional 12in.
507115	0.6	Weld Front Bottom Rail - first 12in.
507120	0.3	Weld Front Bottom Rail - each additional 12in. 507999
	0	Miscellaneous Front Bottom Rail (Front Sill) Repair
510005	7	Insert Front Top Rail - Inc Foaming (Partial Profile) - 96in. - Complete with Components510010
	1.3	Insert Front Top Rail - Inc Foaming (Partial Profile) - first 12in.
510015	0.8	Insert Front Top Rail - Inc Foaming (Partial Profile) - each additional 12in.
510020	12	Replace Front Top Rail - Inc Foaming (Full Profile) - 96in. - Complete With Components510025
	2.3	Section Front Top Rail - Inc Foaming (Full Profile) - first 12in.
510030	1	Section Front Top Rail - Inc Foaming (Full Profile) - each additional 12in.510035
	0.6	Straighten Front Top Rail - first 12in.
510040	0.3	Straighten Front Top Rail - each additional 12in.
510045	0.7	Straighten/Weld Front Top Rail - first 12in.
510050	0.4	Straighten/Weld Front Top Rail - each additional 12in.
510055	0.6	Weld Front Top Rail - first 12in.
510060	0.3	Weld Front Top Rail - each additional 12in.
510065	0.6	Straighten GenSet Mounting Bracket
510070	0.75	Straighten and Weld GenSet Mounting Bracket
510075	1.3	Replace GenSet Mounting Bracket
513005	1.75	Furnish & Install Door Sill Saver
513010	0.2	Straighten Door Sill Bottom Flange - first 12in.
513015	0.1	Straighten Door Sill Bottom Flange - each additional 12in.
513020	0.4	Straighten/Weld Door Sill Bottom Flange - first 12in.
513025	0.2	Straighten/Weld Door Sill Bottom Flange - each additional 12in.
513030	0.2	Weld Door Sill Bottom Flange - first 12in.
513035	0.1	Weld Door Sill Bottom Flange - each additional 12in.
513040	0.6	Replace Interior Door Sill Gusset - Each
513045	0.2	Straighten/Weld Interior Door Sill Gusset - Each
513050	2.8	Insert Door Sill - Lower Half - (Partial Profile) - 96in. - Complete With Components & Keepers
513055	1	Insert Door Sill - Lower Half - (Partial Profile) - first 12in.
513060	0.3	Insert Door Sill - Lower Half - (Partial Profile) - each additional 12in.
513065	9	Replace Door Sill - Inc Foaming - (Full Profile) - 96in. - Complete With Components & Keepers
513070	2	Section Door Sill - Inc Foaming - (Full Profile) - first 12in.
513075	1	Section Door Sill - Inc Foaming - (Full Profile) - each additional 12in.
513080	0.6	Straighten Door Sill - first 12in.
513085	0.3	Straighten Door Sill - each additional 12in.
513090	0.7	Straighten/Weld Door Sill - first 12in.
513095	0.4	Straighten/Weld Door Sill - each additional 12in.
513100	0.6	Weld Door Sill - first 12in.
513105	0.3	Weld Door Sill - each additional 12in.
513110	0.75	Needle Scale and Paint Rear Sill - Complete
517005	12	Replace Door Header - Inc Foaming - (Full Profile) - 96in. - Complete With Components
517010	4.5	Replace Rear Header/Extension Plate
517015	2	Insert Header Extension Plate - Inc Foam - first 12 in.
517020	0.8	Insert Header Extension Plate - Inc Foam - each additional 12 in.
517025	2.5	Section Header Extension Plate - Inc Foam - first 12 in.
517030	1	Section Header Extension Plate - Inc Foam - each additional 12 in.
517035	0.5	Straighten/Weld Rear Header Extension Plate -first 12 in.
517040	0.3	Straighten/Weld Rear Header Extension Plate - each additional 12 in.
517045	2.3	Section Door Header - Inc Foaming - (Full Profile) - first 12in.
517050	1	Section Door Header - Inc Foaming - (Full Profile) - each additional 12in.
517055	0.6	Straighten Door Header - first 12in.
517060	0.3	Straighten Door Header - each additional 12in.
517065	0.7	Straighten/Weld Door Header - first 12in.
517070	0.4	Straighten/Weld Door Header - each additional 12in.
517075	0.6	Weld Door Header - first 12in.
517080	0.3	Weld Door Header - each additional 12in.
517085	0.35	Replace Interior Door Header Gusset - Each
517090	0.3	Straighten/Weld Interior Door Header Gusset - Each
517095	0.5	Remove Rain Gutter

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517100	0.2	Straighten Rain Gutter
517105	0.75	Needle Scale and Paint Rear Header - Complete
519005	1.8	Insert Front Corner Post - first 12in.
519010	0.8	Insert Front Corner Post - each additional 12in.
519015	16	Replace Front Corner Post - Complete With Components
519020	1	Straighten Front Corner Post - first 12in.
519025	0.6	Straighten Front Corner Post - each additional 12in.
519030	1.2	Straighten/Weld Front Corner Post - first 12in.
519035	0.8	Straighten/Weld Front Corner Post - each additional 12in.
519040	1	Weld Front Corner Post - first 12in.
519045	0.6	Weld Front Corner Post - each additional 12in.
519050	3.5	Replace Upper or Lower Front Corner Casting - Inc Patching and Foaming - Each
519999	0	Miscellaneous Front Corner Post Repair
522005	0.8	Insert Rear Corner Post J Bar - first 12in.
522010	0.4	Insert Rear Corner Post J Bar - each additional 12in.
522015	0.4	Straighten Rear Corner Post J Bar - first 12in.
522020	0.2	Straighten Rear Corner Post J Bar - each additional 12in.
522025	0.6	Straighten/Weld Rear Corner Post J Bar - first 12in.
522030	0.4	Straighten/Weld Rear Corner Post J Bar - each additional 12in.
522035	0.4	Weld Rear Corner Post J Bar - first 12in.
522040	0.2	Weld Rear Corner Post J Bar - each additional 12in.
522045	14	Replace Rear Corner Post - Complete With Components
522050	1	Straighten Rear Corner Post - first 12in.
522055	0.6	Straighten Rear Corner Post - each additional 12in.
522060	3.5	Replace Upper or Lower Rear Corner Casting - Inc Patching and Foaming - Each
525005	1	Steel - Right Side Outer Panel - Inc Foaming - Section - 36 sq.in.
525010	1.5	Steel - Right Side Outer Panel - Inc Foaming - Section - 144 sq.in.
525015	1	Steel - Right Side Outer Panel - Inc Foaming - Section - each additional 144 sq.in.
525020	0.8	Steel - Right Side Outer Panel - Patch - 36 sq.in.
525025	1.3	Steel - Right Side Outer Panel - Patch - 144 sq.in.
525030	0.9	Steel - Right Side Outer Panel - Patch - each additional 144 sq.in.
525035	10	Steel - Right Side Outer Panel - Inc Foaming - Replace - 48in.x96in.
525040	8	Steel - Right Side Outer Panel - Inc Foaming - Replace - each additional 48in.x96in.
525045	0.5	Steel - Right Side Outer Panel - Straighten - first 144 sq.in.
525050	0.3	Steel - Right Side Outer Panel - Straighten - each additional 144 sq.in.
525055	0.6	Steel - Right Side Outer Panel - Straighten/Weld - first 12in.
525060	0.3	Steel - Right Side Outer Panel - Straighten/Weld - each additional 12in.
525065	0.6	Steel - Right Side Outer Panel - Weld Pin Holes (1-6 Pin Holes)
525070	0.3	Steel - Right Side Outer Panel - Weld Pin Holes - each additional set of 6 Pin Holes
525075	1	Steel - Left Side Outer Panel - Inc Foaming - Section - 36 sq.in.
525080	1.5	Steel - Left Side Outer Panel - Inc Foaming - Section - 144 sq.in.
525085	1	Steel - Left Side Outer Panel - Inc Foaming - Section - each additional 144 sq.in.
525090	0.8	Steel - Left Side Outer Panel - Patch - 36 sq.in.
525095	1.3	Steel - Left Side Outer Panel - Patch - 144 sq.in.
525100	0.9	Steel - Left Side Outer Panel - Patch - each additional 144 sq.in.
525105	10	Steel - Left Side Outer Panel - Inc Foaming - Replace - 48in.x96in.
525110	8	Steel - Left Side Outer Panel - Inc Foaming - Replace - each additional 48in.x96in.
525115	0.5	Steel - Left Side Outer Panel - Straighten - first 144 sq.in.
525120	0.3	Steel - Left Side Outer Panel - Straighten - each additional 144 sq.in.
525125	0.6	Steel - Left Side Outer Panel - Straighten/Weld - first 12in.
525130	0.3	Steel - Left Side Outer Panel - Straighten/Weld - each additional 12in.
525135	0.6	Steel - Left Side Outer Panel - Weld Pin Holes (1-6 Pin Holes)
525140	0.3	Steel - Left Side Outer Panel - Weld Pin Holes - each additional set of 6 Pin Holes
525145	0.75	Aluminum - Right Side Outer Panel - Inc Foaming - Section - 36 sq.in.
525150	1.3	Aluminum - Right Side Outer Panel - Inc Foaming - Section - 144 sq.in.
525155	0.85	Aluminum - Right Side Outer Panel - Inc Foaming - Section - each additional 144 sq.in.
525160	0.5	Aluminum - Right Side Outer Panel - Patch - 36 sq.in.
525165	1	Aluminum - Right Side Outer Panel - Patch - 144 sq.in.
525170	0.6	Aluminum - Right Side Outer Panel - Patch - each additional 144 sq.in.
525175	8	Aluminum - Right Side Outer Panel - Inc Foaming - Replace - 48in.x96in.
525180	6	Aluminum - Right Side Outer Panel - Inc Foaming - Replace - each additional 48in.x96in.
525185	0.5	Aluminum - Right Side Outer Panel - Straighten - first 144 sq.in.
525190	0.3	Aluminum - Right Side Outer Panel - Straighten - each additional 144 sq.in.
525195	0.75	Aluminum - Left Side Outer Panel - Inc Foaming - Section - 36 sq.in.
525200	1.3	Aluminum - Left Side Outer Panel - Inc Foaming - Section - 144 sq.in.
525205	0.85	Aluminum - Left Side Outer Panel - Inc Foaming - Section - each additional 144 sq.in.
525210	0.5	Aluminum - Left Side Outer Panel - Patch - 36 sq.in.
525215	1	Aluminum - Left Side Outer Panel - Patch - 144 sq.in.
525220	0.6	Aluminum - Left Side Outer Panel - Patch - each additional 144 sq.in.
525225	8	Aluminum - Left Side Outer Panel - Inc Foaming - Replace - 48in.x96in.
525230	6	Aluminum - Left Side Outer Panel - Inc Foaming - Replace - each additional 48in.x96in.
525235	0.5	Aluminum - Left Side Outer Panel - Straighten - first 144 sq.in.
525240	0.3	Aluminum - Left Side Outer Panel - Straighten - each additional 144 sq.in.
528005	0.8	Right Side Inner Panel - Inc Foaming - Section - 36 sq.in.
528010	1.3	Right Side Inner Panel - Inc Foaming - Section - 144 sq.in.

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528015	0.9	Right Side Inner Panel - Inc Foaming - Section - each additional 144 sq.in.
528020	0.7	Right Side Inner Panel - Patch - 36 sq.in.
528025	1.2	Right Side Inner Panel - Patch - 144 sq.in.
528030	0.8	Right Side Inner Panel - Patch - each additional 144 sq.in.
528035	10	Right Side Inner Panel - Inc Foaming - Replace - 48in.x96in.
528040	8	Right Side Inner Panel - Inc Foaming - Replace - each additional 48in.x96in.
528045	0.5	Right Side Inner Panel - Straighten - first 144 sq.in.
528050	0.3	Right Side Inner Panel - Straighten - each additional 144 sq.in.
528055	0.6	Right Side Inner Panel - Straighten/Weld - first 12in.
528060	0.3	Right Side Inner Panel - Straighten/Weld - each additional 12in.
528065	0.8	Left Side Inner Panel - Inc Foaming - Section - 36 sq.in.
528070	1.3	Left Side Inner Panel - Inc Foaming - Section - 144 sq.in.
528075	0.9	Left Side Inner Panel - Inc Foaming - Section - each additional 144 sq.in.
528080	0.7	Left Side Inner Panel - Patch - 36 sq.in.
528085	1.2	Left Side Inner Panel - Patch - 144 sq.in.
528090	0.8	Left Side Inner Panel - Patch - each additional 144 sq.in.
528095	10	Left Side Inner Panel - Inc Foaming - Replace - 48in.x96in.
528100	8	Left Side Inner Panel - Inc Foaming - Replace - each additional 48in.x96in.
528105	0.5	Left Side Inner Panel - Straighten - first 144 sq.in.
528110	0.3	Left Side Inner Panel - Straighten - each additional 144 sq.in.
528115	0.6	Left Side Inner Panel - Straighten/Weld - first 12in.
528120	0.3	Left Side Inner Panel - Straighten/Weld - each additional 12in.
528130	2.3	Right Side Inner Panel Support Strut - Replace
528135	0.5	Right Side Inner Panel Support Strut - Straighten - first 12 in.
528140	0.2	Right Side Inner Panel Support Strut - Straighten - each additional 12 in.
528145	1	Right Side Inner Panel Support Strut - Section - first 12 in.
528150	0.6	Right Side Inner Panel Support Strut - Section - each additional 12 in.
528155	2.3	Left Side Inner Panel Support Strut - Replace
528160	0.5	Left Side Inner Panel Support Strut - Straighten - first 12 in.
528165	0.2	Left Side Inner Panel Support Strut - Straighten - each additional 12 in.
528170	1	Left Side Inner Panel Support Strut - Section - first 12 in.
528175	0.6	Left Side Inner Panel Support Strut - Section - each additional 12 in.
531005	2.3	Replace Air Exchange Vent
531010	0.8	Replace Air Flow Baffle - Large w/o Hinge
531015	1.5	Replace Air Flow Baffle - Large with Hinge
531020	0.3	Straighten Air Flow Baffle - first 12 in.
531025	0.1	Straighten Air Flow Baffle - each additional 12 in.
531030	0.4	Straighten and Weld Air Flow Baffle Floor Support - each
531035	1	Replace Air Flow Baffle Floor Support - each
531040	0.3	Resecure Air Flow Baffle
531045	2	Replace Ventilator Grid
531050	1.5	Section Ventilator Grid - First 12"
531055	0.75	Section Ventilator Grid - Each Additional 12"
531060	0.3	Refasten Tectrol Vent
531065	1	Replace Tectrol Vent
531070	0.5	Install Mesh Screen for Med-Flies
534005	0.8	Aluminum - Front Inner Panel - Section - 36 sq.in.
534010	1.3	Aluminum - Front Inner Panel - Section - 144 sq.in.
534012	0.9	Aluminum - Front Inner Panel - Section - each additional 144 sq.in.
534015	0.7	Aluminum - Front Inner Panel - Patch - 36 sq.in.
534025	1.2	Aluminum - Front Inner Panel - Patch - 144 sq.in.
534027	0.8	Aluminum - Front Inner Panel - Patch - each additional 144 sq.in.
534030	0.3	Aluminum - Front Inner Panel - Refasten Vertical Molding - first 12 in.
534040	0.2	Aluminum - Front Inner Panel - Refasten Vertical Molding - each additional 12 in.
534045	1.2	Aluminum - Front Inner Panel - Patch Vertical Molding - first 12 in.
534050	0.6	Aluminum - Front Inner Panel - Patch Vertical Molding - each additional 12 in.
534055	1.5	Aluminum - Front Inner Panel - Section Vertical Molding - first 12 in.
534060	1	Aluminum - Front Inner Panel - Section Vertical Molding - each additional 12 in.
534065	5	Aluminum - Front Inner Panel - Replace - 48in.x96in.
534070	4	Aluminum - Front Inner Panel - Replace - each additional 48in.x96in.
534075	0.5	Aluminum - Front Inner Panel - Straighten - first 144 sq.in.
534080	0.3	Aluminum - Front Inner Panel - Straighten - each additional 144 sq.in.
534085	2.3	Aluminum - Front Inner Panel Support Strut - Replace
534090	0.5	Aluminum - Front Inner Panel Support Strut - Straighten - first 12 in.
534095	0.2	Aluminum - Front Inner Panel Support Strut - Straighten - each additional 12 in.
534100	1	Aluminum - Front Inner Panel Support Strut - Section - first 12 in.
534105	0.6	Aluminum - Front Inner Panel Support Strut - Section - each additional 12 in.
537005	4	Replace Complete Cove Molding - 20' one side
537010	8	Replace Complete Cove Molding - 40' one side
537015	1	Section Cove Molding - first 12 in.
537020	0.3	Section Cove Molding - each additional 12 in.
537025	0.3	Refasten Cove Molding - first 12 in.
537030	0.2	Refasten Cove Molding - each additional 12 in.
540005	0.7	Stainless Steel - Interior Flat Roof Panel - Patch - 36 sq.in.
540010	1.2	Stainless Steel - Interior Flat Roof Panel - Patch - 144 sq.in.

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540015	0.8	Stainless Steel - Interior Flat Roof Panel - Patch - each additional 144 sq.in.
540020	0.8	Stainless Steel - Interior Flat Roof Panel - Inc Foaming - Section - 36 sq. in.
540025	1.3	Stainless Steel - Interior Flat Roof Panel - Inc Foaming - Section - 144 sq. in.
540030	0.9	Stainless Steel - Interior Flat Roof Panel - Inc Foaming - Section - each additional 144 sq. in.
540035	10	Stainless Steel - Interior Flat Roof Panel - Inc Foaming - Replace - 48in.x96in.
540040	8	Stainless Steel - Interior Flat Roof Panel - Inc Foaming - Replace each additional - 48in.x96in.
540045	0.5	Stainless Steel - Interior Flat Roof Panel - Straighten - first 144 sq.in.
540050	0.3	Stainless Steel - Interior Flat Roof Panel - Straighten - each additional 144 sq.in.
540055	0.6	Stainless Steel - Interior Flat Roof Panel - Straighten/Weld - first 12in.
540060	0.3	Stainless Steel - Interior Flat Roof Panel - Straighten/Weld - each additional12in.
540065	0.5	Aluminum - Interior Flat Roof Panel - Patch - 36 sq.in.
540070	1	Aluminum - Interior Flat Roof Panel - Patch - 144 sq.in.
540075	0.6	Aluminum - Interior Flat Roof Panel - Patch - each additional 144 sq.in.
540080	0.75	Aluminum - Interior Flat Roof Panel - Inc Foaming - Insert - 36 sq. in.
540085	1.3	Aluminum - Interior Flat Roof Panel - Inc Foaming - Insert - 144 sq. in.
540090	0.85	Aluminum - Interior Flat Roof Panel - Inc Foaming - Insert - each additional 144 sq. in.
540095	10	Aluminum - Interior Flat Roof Panel - Inc Foaming - Replace - 48in.x96in.
540100	8	Aluminum - Interior Flat Roof Panel - Inc Foaming - Replace each additional - 48in.x96in.
540105	0.5	Aluminum - Interior Flat Roof Panel - Straighten - first 144 sq.in.
540110	0.3	Aluminum - Interior Flat Roof Panel - Straighten - each additional 144 sq.in.
540115	0.6	Aluminum - Interior Corrugated Roof Panel - Patch - 36 sq.in.
540120	0.8	Aluminum - Interior Corrugated Roof Panel - Patch - 144 sq.in.
540125	0.6	Aluminum - Interior Corrugated Roof Panel - Patch - each additional 144 sq.in.
540130	1	Aluminum - Interior Corrugated Roof Panel - Inc Foaming - Insert - 36 sq. in.
540135	1.3	Aluminum - Interior Corrugated Roof Panel - Inc Foaming - Insert - 144 sq. in.
540140	0.8	Aluminum - Interior Corrugated Roof Panel - Inc Foaming - Insert - each additional 144 sq. in.
540145	10	Aluminum - Interior Corrugated Roof Panel - Inc Foaming - Replace - 48in.x96in.
540150	8	Aluminum - Interior Corrugated Roof Panel - Inc Foaming - Replace each additional - 48in.x96in.
540155	0.5	Aluminum - Interior Corrugated Roof Panel - Straighten - first 144 sq.in.
540160	0.3	Aluminum - Interior Corrugated Roof Panel - Straighten - each additional 144 sq.in.
543005	28	Steel - Flat Roof Assembly - Replace - 20 ft. - Including Bows
543010	56	Steel - Flat Roof Assembly - Replace - 40 ft. - Including Bows
543015	22	Steel - Flat Roof Assembly - Replace - 20 ft. - Without Bows
543020	45	Steel - Flat Roof Assembly - Replace - 40 ft. - Without Bows
543025	1	Steel - Replace 1st Roof Bow
543030	0.6	Steel - Replace Each Additional Roof Bow
543035	0.4	Steel - Straighten 1st Roof Bow
543040	0.2	Steel - Straighten Each Additional Roof Bow
543045	0.4	Steel - Weld First Roof Bow to Top Rail
543050	0.2	Steel - Weld Each Additional Roof Bow to Top Rail
543055	0.2	Steel - Reseal Or Apply Temporary Patch To Roof Panel
543060	0.8	Steel - Flat Roof Panel - Patch - 36 sq.in.
543065	1.3	Steel - Flat Roof Panel - Patch - 144 sq.in.
543070	0.9	Steel - Flat Roof Panel - Patch - each additional 144 sq.in.
543075	1	Steel - Flat Roof Panel - Inc Foaming - Insert - 36 sq. in.
543080	1.5	Steel - Flat Roof Panel - Inc Foaming - Insert - 144 sq. in.
543085	1	Steel - Flat Roof Panel - Inc Foaming - Insert - each additional 144 sq. in.
543090	12	Steel - Flat Roof Panel - Inc Foaming - Replace - 48in.x96in.
543095	10	Steel - Flat Roof Panel - Inc Foaming - Replace each additional - 48in.x96in.
543100	0.5	Steel - Flat Roof Panel - Straighten - first 144 sq.in.
543105	0.3	Steel - Flat Roof Panel - Straighten - each additional 144 sq.in.
543110	0.6	Steel - Flat Roof Panel - Straighten/Weld - first 12in.
543115	0.3	Steel - Flat Roof Panel - Straighten/Weld - each additional12in.
543120	0.6	Steel - Flat Roof Panel - Weld Pin Holes (1-6 Pin Holes)
543125	0.3	Steel - Flat Roof Panel - Weld Pin Holes - each additional set of 6 Pin Holes
543130	1	Steel - Replace Roof Corner Plate (Reinforcement) - Each
543135	0.4	Steel - Straighten/Weld Roof Protection Plate
543140	28	Aluminum - Flat Roof Assembly - Replace - 20 ft. - Including Bows
543145	56	Aluminum - Flat Roof Assembly - Replace - 40 ft. - Including Bows
543150	22	Aluminum - Flat Roof Assembly - Replace - 20 ft. - Without Bows
543155	45	Aluminum - Flat Roof Assembly - Replace - 40 ft. - Without Bows
543160	1	Aluminum - Replace 1st Roof Bow
543165	0.6	Aluminum - Replace Each Additional Roof Bow
543170	0.4	Aluminum - Straighten 1st Roof Bow
543175	0.2	Aluminum - Straighten Each Additional Roof Bow
543180	0.2	Aluminum - Reseal Or Apply Temporary Patch To Roof Panel
543185	0.6	Aluminum - Flat Roof Panel - Patch - 36 sq.in.
543190	1	Aluminum - Flat Roof Panel - Patch - 144 sq.in.
543195	0.7	Aluminum - Flat Roof Panel - Patch - each additional 144 sq.in.
543200	0.8	Aluminum - Flat Roof Panel - Inc Foaming - Insert - 36 sq. in.
543205	1.3	Aluminum - Flat Roof Panel - Inc Foaming - Insert - 144 sq. in.
543210	0.9	Aluminum - Flat Roof Panel - Inc Foaming - Insert - each additional 144 sq. in.
543215	10	Aluminum - Flat Roof Panel - Inc Foaming - Replace - 48in.x96in.
543220	8	Aluminum - Flat Roof Panel - Inc Foaming - Replace each additional - 48in.x96in.
543225	0.5	Aluminum - Flat Roof Panel - Straighten - first 144 sq.in.

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543230	0.2	Aluminum - Flat Roof Panel - Straighten - each additional 144 sq.in.
543235	1	Aluminum - Replace Roof Corner Plate (Reinforcement) - Each
543240	0.4	Aluminum - Straighten Roof Protection Plate
546005	0.2	Steel - Reseal Or Apply Temporary Patch To Roof Panel
546010	0.8	Steel - Corrugated Roof Panel - Patch - 36sq.in.
546015	1.3	Steel - Corrugated Roof Panel - Patch - 144 sq.in.
546020	0.9	Steel - Corrugated Roof Panel - Patch - each additional 144 sq.in.
546025	1	Steel - Corrugated Roof Panel - Inc Foaming - Section - 36 sq. in.
546030	1.5	Steel - Corrugated Roof Panel - Inc Foaming - Section - 144 sq. in.
546035	1	Steel - Corrugated Roof Panel - Inc Foaming - Section - each additional 144 sq. in.
546040	10	Steel - Corrugated Roof Panel - Inc Foaming - Replace - 48in.x96in.
546045	8	Steel - Corrugated Roof Panel - Inc Foaming - Replace - each additional 48in.x96in.
546050	22	Steel - Corrugated Roof Assembly - Inc Foaming - Replace - Complete 20ft
546055	45	Steel - Corrugated Roof Assembly - Inc Foaming - Replace - Complete 40ft
546060	0.5	Steel - Corrugated Roof Panel - Straighten - first 144 sq.in.
546065	0.3	Steel - Corrugated Roof Panel - Straighten - each additional 144 sq.in.
546070	0.6	Steel - Corrugated Roof Panel - Straighten/Weld - first 12in.
546075	0.3	Steel - Corrugated Roof Panel - Straighten/Weld - each additional 12in.
546080	0.5	Steel - Corrugated Roof Panel - Weld - first 12in.
546085	0.3	Steel - Corrugated Roof Panel - Weld - each additional 12in.
546090	0.6	Steel - Corrugated Roof Panel - Weld Pin Holes (1-6 Pin Holes)
546095	0.3	Steel - Corrugated Roof Panel - Weld Pin Holes - each additional set of 6 Pin Holes
549005	3	Remove/Straighten/Reinstall Threshold Plate
549010	2.5	Replace Threshold Plate
549015	1.5	Section Threshold Plate - First 12 in.
549020	0.75	Section Threshold Plate - Each Additional 12 in.
549025	0.5	Resecure Threshold Plate
549030	0.5	Straighten Threshold Plate
549035	1.5	Replace Wood Sleeper Under Threshold Plate
552005	4	Replace T-Floor Close Out - 96 in.
552010	1	Section T-Floor Close Out - First 12 in.
552015	0.5	Section T-Floor Close Out - Each Additional 12 in.
52020	0.8	Straighten & Weld T-Floor End Stabilizer - First 12 in.
552025	0.3	Straighten & Weld T-Floor End Stabilizer - Each Additional 12 in.
552030	1.5	Section T-Floor Profile - First 12 in.
552035	0.75	Section T-Floor Profile - Each Additional 12 in.
552040	4	Section T-Floor w/ Floor Pan - first 12 in.
552045	2	Section T-Floor w/ Floor Pan - each additional 12 in.
552050	0.4	Straighten T-Floor Profile - First 12 in.
552055	0.2	Straighten T-Floor Profile - Each Additional 12 in.
552060	0.5	Replace T-Floor Tie Down
552065	0.2	Straighten T-Floor Tie Down
552070	0.3	Straighten/Weld T-Floor Tie Down
555005	0.5	Aluminum Sub Floor - Patch - 36 sq. in.
555010	1	Aluminum Sub Floor - Patch - 144 sq. in.
555015	0.6	Aluminum Sub Floor - Patch - each additional 144 sq. in.
555020	0.75	Aluminum Sub Floor - Section - Inc Foaming - 36 sq. in.
555025	1.3	Aluminum Sub Floor - Section - Inc Foaming - 144 sq. in.
555030	0.85	Aluminum Sub Floor - Section - Inc Foaming - each additional 144 sq. in.
555035	6	Aluminum Sub Floor - Replace full panel
555040	5	Aluminum Sub Floor - Replace each additional full panel
555045	0.5	Fiberglass Sub Floor - Patch - 36 sq. in.
555050	1	Fiberglass Sub Floor - Patch - 144 sq. in.
555055	0.6	Fiberglass Sub Floor - Patch - each additional 144 sq. in.
555060	0.75	Fiberglass Sub Floor - Section - 36 sq. in.
555065	1.3	Fiberglass Sub Floor - Section - 144 sq. in.
555070	0.85	Fiberglass Sub Floor - Section - each additional 144 sq. in.
555075	6	Fiberglass Sub Floor - Replace full panel
555080	5	Fiberglass Sub Floor - Replace each additional full panel
555085	0.5	Steel Sub-Floor - Patch - 36 sq. in.
555090	1	Steel Sub Floor - Patch - 144 sq. in.
555095	0.6	Steel Sub Floor - Patch - each additional 144 sq. in.
555100	0.75	Steel Sub Floor - Section - 36 sq. in.
555105	1.3	Steel Sub Floor - Section - 144 sq. in.
555110	0.85	Steel Sub Floor - Section - each additional 144 sq. in.
555115	6	Steel Sub Floor - Replace full panel
555120	5	Steel Sub Floor - Replace each additional full panel
555125	1	Replace Drain Tube Assembly (Tube & Flange) - Each
555130	0.2	Replace Suction Line Grommet
555135	0.1	R&R Kazoo Rubber Drain
555140	0.1	R&R U-Loop Drain
557005	1	Underside Panel - Inc Foaming - Section - 36sq.in
557010	1.5	Underside Panel - Inc Foaming - Section - 144sq.in
557015	1	Underside Panel - Inc Foaming - Section - each additional 144 sq.in
557020	0.8	Underside Panel - Patch - 36 sq.in

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557025	1.3	Underside Panel - Patch - 144 sq.in
557030	0.9	Underside Panel - Patch - each additional 144 sq.in
557035	10	Underside Panel - Inc Foaming - Replace- 48in. X 96in.
557040	8	Underside Panel - Inc Foaming - Replace- each additional 48in. X 96in.
557045	0.5	Underside Panel - Straighten- first 144 sq.in.
557050	0.3	Underside Panel - Straighten- first each additional 144 sq.in.
557055	0.6	Underside Panel - Straighten/Weld - first 12in.
557060	0.3	Underside Panel - Straighten/Weld - each additional 12in.
557065	0.6	Underside Panel - Weld Pin Holes (1-6 Pin Holes)
557070	0.3	Underside Panel - Weld Pin Holes each additional set if 6 Pin Holes
558005	0.2	Set-up Time
558010	1.5	Steel - Crossmember - Replace - Each
558015	0.4	Steel - Crossmember - Insert - Each 12in.
558020	0.2	Steel - Crossmember - Straighten - Each 12in.
558025	0.3	Steel - Crossmember - Straighten/Weld - Each 12in.
558030	0.2	Steel - Crossmember Flange - Straighten - Each 12in.
558035	0.3	Steel - Crossmember Flange - Straighten/Weld - Each 12in.
558036	0.2	Steel - Crossmember - Resecure
558040	1	Steel - Outrigger - Replace - Each
558045	0.2	Steel - Outrigger - Straighten - Each 12in.
558050	0.3	Steel - Outrigger - Straighten/Weld - Each 12in.
558055	0.2	Steel - Outrigger Flange - Straighten - Each 12in.
558060	0.3	Steel - Outrigger Flange - Straighten/Weld - Each 12in.
558065	1.5	Aluminum - Crossmember - Replace - Each
558070	0.4	Aluminum - Crossmember - Insert - Each 12in.
558075	0.2	Aluminum - Crossmember - Straighten - Each 12in.
558080	0.3	Aluminum - Crossmember - Straighten/Weld - Each 12in.
558085	0.2	Aluminum - Crossmember Flange - Straighten - Each 12in.
558090	0.3	Aluminum - Crossmember Flange - Straighten/Weld - Each 12in.
558091	0.2	Aluminum - Crossmember - Resecure
561005	2	Insert Fork Pocket Side Full Length - first 96in.
561010	1.6	Insert Fork Pocket Side Full Length - each additional 96in.
561015	0.8	Insert Fork Pocket - first 12in.
561020	0.4	Insert Fork Pocket - each additional 12in.
561025	5	Replace Fork Pocket Assembly (Complete With Straps & Top Plate)
561030	0.8	Straighten First Fork Pocket Side
561035	0.4	Straighten Each Additional Fork Pocket Side
561040	0.4	Straighten/Weld Fork Pocket Side - first 12in.
561045	0.2	Straighten/Weld Fork Pocket Side - each additional 12in.
561050	0.2	Weld Fork Pocket Side - first 12in.
561055	0.2	Weld Fork Pocket Side - each additional 12in.
561060	0.6	Replace Fork Pocket (Strap Only)
561065	0.4	Straighten Fork Pocket (Strap Only)
561070	0.4	Straighten/Weld Fork Pocket (Strap Only)
561075	0.2	Weld Fork Pocket (Strap Only)
561080	0.2	Straighten Bottom Flange Fork Pocket
564005	18	Replace Complete Tunnel Assembly
564010	6	Insert Gooseneck Tunnel Longitudinal Rail - 124in.
564015	1	Insert Gooseneck Tunnel Longitudinal Rail - first 12in.
564020	0.6	Insert Gooseneck Tunnel Longitudinal Rail - each additional 12in.
564025	7.5	Replace Gooseneck Longitudinal Rail - 124in.
564030	0.5	Straighten/Weld Gooseneck Tunnel Longitudinal Rail - first 12in.
564035	0.3	Straighten/Weld Gooseneck Tunnel Longitudinal Rail - each additional 12in.
564040	0.3	Weld Gooseneck Tunnel Longitudinal Rail - first 12in.
564045	0.2	Weld Gooseneck Tunnel Longitudinal Rail - each additional 12in.
564050	0.4	Straighten Gooseneck Top Plate Stiffener
564055	4	Replace Tunnel Member
567005	0.35	Replace Certification Plate (TIR)
567010	0.1	Straighten/Resecure Certification Plate (TIR)
567015	0.3	Replace CSC Plate
567020	0.1	Straighten/Resecure CSC Plate
570005	16	Steel - Replace One Complete Door Assembly (Using Existing Hardware)
570010	6	Steel - Section Face Panel Edge - 48in.x8in. - Inc Foam - Includes Removal/Reinstall Hardware
570015	3	Steel - Patch Face Door Panel - 48in.x8in. - Includes Removal/Reinstall Hardware
570020	1.3	Steel - Section Door Panel Behind Hinge - Inc Foam - Each
570025	1	Steel - Door Panel - Section - Inc Foam - 36 sq.in.
570030	1.5	Steel - Door Panel - Section - Inc Foam - 144 sq.in.
570035	1	Steel - Door Panel - Section - Inc Foam - each additional 144 sq.in.
570040	0.8	Steel - Door Panel - Patch - 36 sq.in.
570045	1.3	Steel - Door Panel - Patch - 144 sq.in.
570050	0.9	Steel - Door Panel - Patch - each additional 144 sq.in.
570055	0.5	Steel - Door Panel - Straighten - first 144 sq.in.
570060	0.3	Steel - Door Panel - Straighten - each additional 144 sq.in.
570065	0.6	Steel - Door Panel - Straighten/Weld - first 12in.
570070	0.3	Steel - Door Panel - Straighten/Weld - each additional 12in.

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570075	0.6	Steel - Door Panel - Weld Pin Holes (1-6 Pin Holes)
570080	0.3	Steel - Door Panel - Weld Pin Holes - each additional set of 6 Pin Holes
570085	0.3	Steel - Replace Cargo Label Plate
570090	0.2	Steel - Straighten/Resecure Cargo Label Plate (Stainless Steel)
570095	2.5	Steel - Install Door
570100	1.5	Steel - Remove Door
570105	0.2	Steel - Replace Door Retaining Cable/Chain
570110	0.2	Steel - Install Door Hold Back Cable Retainer
570115	16	Aluminum - Replace One Complete Door Assembly (Using Existing Hardware)
570120	0.8	Aluminum - Door Panel - Patch - 36 sq.in.
570125	1.3	Aluminum - Door Panel - Patch - 144 sq.in.
570135	0.3	Aluminum - Replace Cargo Label Plate
570140	0.2	Aluminum - Straighten/Resecure Cargo Label Plate (Stainless Steel)
570145	2.5	Aluminum - Install Door
570150	1.5	Aluminum - Remove Door
570155	0.2	Aluminum - Replace Door Retaining Cable/Chain
570160	0.2	Aluminum - Install Door Hold Back Cable Retainer
570165	1.5	Replace Anti-Rack Device - w/ Interior Access - Inc Patching and Foaming
570170	0.35	Replace Anti-Rack Device - w/o Interior Access
570175	4	Straighten/Resecure Overlap Door
570180	6	Replace Door Molding - PVC - Per Door
570185	1	Section Door Molding - PVC - Per Door - First 12"
570190	0.2	Section Door Molding - PVC - Per Door - Each Additional 6"
570195	2	Replace Door Striker - ST/ST - Header
570200	2	Replace Door Striker - ST/ST - Side
570205	0.8	Section Door Striker - ST/ST - First 6"
570210	0.3	Section Door Striker - ST/ST - Each Additional 6"
570999	0	Miscellaneous Door Assembly Repair
573005	3	Replace Complete Door Seal - 288" - Including Retaining Strip
573010	0.6	Section Door Seal - first 48in. - Including Strip & Corner Tabs
573015	0.4	Section Door Seal - each additional 48in. - Including Strip & Corner Tabs
573020	2	Replace Complete Door Gasket Retainer - 288in.
573025	0.3	Resecure Door Gasket Retainer - Flat Type - Per Door - First 48 in.
573030	0.05	Resecure Door Gasket Retainer - Flat Type - Per Door - Each Additional 48 in.
573035	0.3	Section Retainer Strip - first 48in.
573040	0.1	Section Retainer Strip - each additional 12in.
573045	0.5	Straighten/Fasten Retainer Strip - first 48in.
573050	0.2	Straighten/Fasten Retainer Strip - each additional 12in.
573055	0.3	Reseal Door Gasket w/ Caulk
573060	2.5	Replace Thermal Gasket - Per Door
573065	0.5	Section Thermal Gasket - First 12 in.
573070	0.2	Section Thermal Gasket - Each Additional 12 in.
573075	2.5	Replace Outer Door Gasket - Per Door
573080	0.5	Section Outer Door Gasket - First 12 in.
573085	0.2	Section Outer Door Gasket - Each Additional 12 in.
576005	1.3	Steel - Replace Complete Door Hinge Assembly (Blade, Lug & Pin) - Exterior
576010	2.5	Steel - Replace Complete Door Hinge Assembly (Blade, Lug & Pin) - Interior (Requires Inner Panel Patch and Foam)
576015	1.5	Aluminum - Replace Complete Door Hinge Assembly (Blade, Lug & Pin) - Exterior
576020	2.5	Aluminum - Replace Complete Door Hinge Assembly (Blade, Lug & Pin) - Interior (Requires Inner Panel Patch and Foam)
576025	0.3	Straighten Hinge Blade
576030	0.8	Replace Hinge Lug & Pin
576035	0.8	Replace Hinge Pin Only
576040	0.2	Refasten Door Hinge
576045	0.1	Straighten Door Hinge
579005	3.5	Replace Complete Door Locking Bar Assembly - Inc Patching and Foaming
579010	1.3	Replace Door Locking Bar Only
579015	0.75	Section Door Locking Bar
579025	0.3	Free-Up Misc Door Hinges, Locking Bar Assy, Catches & Handle
579030	0.4	Straighten Door Locking Bar
579035	0.6	Replace Door Locking Bar Cam Only
579040	0.4	Replace Door Locking Bar Cam/Retainer (Keeper) Only
579045	0.2	Resecure Door Locking Bar Cam Keeper
579050	1.3	Replace Door Handle Catch Only - Inc Patching and Foaming
579055	0.2	Straighten Locking Bar Catch
579060	0.4	Replace Door Locking Bar Handle Hub
579065	0.2	Straighten Door Locking Bar Handle Hub
579070	1.3	Remove/Reinstall Locking Bar Catch (Retainer) - Inc Patching and Foaming
579075	0.2	Straighten Door Handle Retainer/Catch
579080	0.2	Replace Door Locking Bar Handle
579085	0.2	Straighten Door Locking Bar Handle
579090	0.2	Replace Door Locking Bar Handle Retainer Only
579095	0.2	Straighten Door Locking Bar Handle Retainer Only
579100	1.3	Remove/Install Large Bearing Bracket - Inc Patching and Foaming
579105	2	Replace Large End Bearing Bracket - Inc Patching and Foaming
579110	0.2	Resecure Large Bearing Bracket

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579115	0.2	Straighten Large Bearing Bracket
579120	0.2	Remove/Reinstall Small Bearing Bracket
579125	1.5	Replace Small Bearing Bracket - Inc Patching and Foaming
579130	0.2	Resecure Small Bearing Bracket
579135	0.2	Straighten Small Bearing Bracket
579140	1.3	Replace Lock Bar Guide - Inc Patching and Foaming
579145	0.1	Straighten Lock Bar Guide
582005	0.4	Remove or Paint Up to 3 Customer Markings
582010	0.4	Remove or Paint Up to Each Additional 3 Customer Markings
582015	0.2	Replace Customer Door Logo
582020	0.4	Replace Large Customer Logo (Per Letter)
582025	0.1	Replace Single Character of Weight Panel or Fleet Number
582030	0.2	Replace Multiples of 6 Characters of Weight or Fleet Number
582035	0.2	Replace Weight Panel Decal
582040	0.1	Remove Placards (1 to 3)
582045	0.2	Remove Placards (4 to 6)
582050	0.3	Remove Placards (7 to 10)
582055	0.3	Remove Placards (11 to 14)
585005	0.2	Blow Out Container - 20ft.
585010	0.3	Blow Out Container - 40ft.
585015	0.1	Apply Cargo Labels - Each
585020	0.5	Remove Cargo Labels
585025	0.4	Remove Dunnage - 20ft. - Includes Blow Out
585030	0.6	Remove Dunnage - 40ft. - Includes Blow Out
585031	0.8	Chemically Clean Container - 20ft.
585032	1.2	Chemically Clean Container - 40ft.
585045	0.6	Wash Container - Dirty - 20ft.
585050	0.8	Wash Container - Dirty - 40ft.
585055	0.8	Steam Clean Container - Dirty - 20ft.
585060	1	Steam Clean Container - Dirty - 40ft.
585065	0.6	Wash Container - Pretrip - 20ft.
585070	0.8	Wash Container - Pretrip - 40ft.
585075	0.8	Steam Clean Container - Pretrip - 20ft.
585080	1	Steam Clean Container - Pretrip - 40ft.
585085	0.1	Tape Holes on Loaded Containers
585090	0.2	Tape Vents
585095	0.2	Remove String, Paper, and Tape from Interior - 20ft.
585100	0.4	Remove String, Paper, and Tape from Interior - 40ft.
585182	0.2	Remove/Reinstall Door Cargo Seal
610005	0.7	Compressor Inspection (including acid test)
610010	2	R&R Compressor Seal Kit
610015	2.5	R&R Compressor Seal (including R&R compressor)
610020	3	R&R Compressor - Single Volt Recip.
610021	2	R&R Compressor - Large Scroll
610022	1.5	R&R Compressor - Small Scroll
610025	0.5	R&R Unloader Valve - Each
610030	0.5	R&R Manifold or Gasket
610035	0.5	R&R Oil Pump / Plate
610040	1	R&R 1 Head - Valve Plates/Gasket (including alignment)
610045	1.5	R&R 2 Heads - Valve Plates/Gasket (including alignment)
610050	0.5	Add Compressor Oil Level
610055	1	Install Compressor Oil Filter Kit
610060	0.3	R&R Compressor Oil Filter
610065	0.5	R&R Compressor Oil
610070	0.3	Acid Test - Compressor Oil
610999	3	Miscellaneous Reefer Unit - Compressor
612005	0.8	Check and/or Adjust Calibration
612010	0.7	Check Out Thermostat
612015	1	R&R T/G Head or Harness
612020	1	R&R Thermoguard/Thermostat Module
612025	1.5	R&R Thermoguard Sensor
612026	0.5	R&R Electric Thermometer
612027	1	R&R Electric Thermosensor
612030	2.5	R&R Partlow Assembly (incl.cal.)
612040	2	R&R Partlow Element (incl.cal.)
612045	0.5	R&R Partlow Chart Drive (clock)
612046	0.2	R&R Partlow Chart Nut
612050	0.3	R&R Partlow Recorder Battery / Charger
612052	0.5	Replace Partlow Mechanism
612053	0.3	Repair Partlow Mechanism (stylus, spring & shaft)
612054	0.2	Replace Partlow Clock Nut & Chain
612055	0.1	Repair Wiring
612999	3	Miscellaneous Reefer Unit - Partlow/Thermostat
614005	1	R&R Control Module
614011	1	R&R Display Module

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614015	0.3	R&R Control Module Battery
614016	0.1	Reconnect Control Module Battery
614020	0.5	R&R Control Panel
614025	0.5	R&R Current Limit/Diode
614035	1	R&R Exciter Assembly
614040	0.3	R&R Fuse - ANY
614045	1	R&R IRMU & SRMU (data loggers)
614050	0.5	R&R Manual Defrost Switch
614051	0.5	R&R Defrost Termination Switch
614055	0.5	R&R on-off Switch
614060	0.1	R&R Switch Boot - ANY
614065	0.4	R&R Temperature Selector Switch
614070	0.5	R&R Key Pad
614075	0.2	R&R Sister Board - Each
614080	0.5	R&R Relay - ANY
614085	1	R&R Mother Board
614090	0.7	R&R Relay Board Assy
614095	1	R&R Relay Socket
614100	0.5	R&R Safety Switch or Resistor
614102	0.5	R&R Water Pressure Switch
614103	0.5	R&R High Pressure Switch
614105	0.5	R&R Solenoid Coil
614110	0.5	R&R Time Delay
614115	2	R&R Volt Select Switch
614120	0.5	Repair Control Box Wiring
614125	0.5	R&R Circuit Breaker - ANY
614130	0.3	Clear Alarm
614135	0.5	R&R Terminal Block
614140	0.1	Repair Wiring
614305	0.5	MHI/Daiken - R&R Air Pressure Switch
614310	0.5	MHI/Daiken - R&R CT, PT
614315	1.5	MHI/Daiken - R&R MEC Controller
614320	1.5	MHI/Daiken - R&R MER Recorder
614325	1.5	MHI/Daiken - R&R MERC Controller
614330	1.5	MHI/Daiken - R&R MERC2 Controller
614335	1.5	MHI/Daiken - R&R MMCC3, MMCC3A
614999	8	Miscellaneous Reefer Unit - Control - Switches, Boards, Resistors & Breakers
616002	0.5	Reefer Download
616005	0.5	Data Logger Initialization
616006	0.5	Upgrade Software
616010	0.1	Diagnosis of Code
616015	0.5	Down Load Data Logger
616020	0.5	Micro Test 1 & 2
616025	0.2	R&R Additional Lock Rings
616030	0.7	R&R AMP Plug
616035	0.5	R&R AMP Plug Lock Ring
616040	0.5	R&R Plug in Fuse - ANY
616045	0.5	R&R Plug in Relay - ANY
616046	0.1	R&R Resistor
616050	0.5	R&R Battery (real time clock)
616055	0.7	R&R Software Chip / Flashload (including set up)
616065	1	R&R Communication Harness
616070	0.7	R&R Emergency Switch
616075	0.8	R&R Interface Harness
616080	1	R&R Klix (temp-def)
616085	0.5	R&R Micro (MPD)
616090	0.8	R&R Micro Ambient Air Sensor
616095	0.8	R&R Micro Supply Air Sensor
616100	0.8	R&R Micro Evaporator/Condenser Coil Sensor
616105	0.8	R&R Micro Return Air Sensor
616106	0.8	R&R Humidity Sensor
616107	0.8	R&R Recorder RAS Sensor
616108	0.8	R&R Recorder SAS Sensor
616109	1.3	R&R Combo RAS Sensor
616110	1	R&R Micro (MP,MPA,MPA+,MPC)
616115	0.8	R&R Mode Lite DR BD
616120	0.5	R&R Oil Pressure Sending Unit
616125	0.8	R&R Sensor (spare)
616130	0.8	R&R Comp. Temp. Sensor
616135	0.5	Repair Relay Board (bench)
616140	0.5	Test Relay Board
616145	0.8	Replace Contactor and Interlock
616150	0.1	Repair Wiring
616305	1	MHI/Daiken - R&R Display - MEC
616306	1	MHI/Daiken - R&R PCB - Display

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616310	0.7	MHI/Daiken - R&R LED Panel - MMCC
616315	0.5	MHI/Daiken - R&R PCB - CPU Board - MERC2
616320	1	MHI/Daiken - R&R Board - MER
616325	0.8	MHI/Daiken - R&R PCB - C Board - MEC
616330	1	MHI/Daiken - R&R PCB - C Board - MERC
616335	0.8	MHI/Daiken - R&R PCB - C Board - MERC2
616340	1	MHI/Daiken - R&R PCB - C Board - MMCC
616345	1	MHI/Daiken - R&R PCB - CPU (includes auto pretrip)
616350	0.5	MHI/Daiken - R&R PCB - L Board - MEC
616355	0.8	MHI/Daiken - R&R PCB - O Board - MEC
616360	1	MHI/Daiken - R&R PCB - R Board - MERC
616365	1	MHI/Daiken - R&R PCB - R Board - MERC2
616370	1	MHI/Daiken - R&R PCB - Relay
616375	1	MHI/Daiken - R&R PCB - S Board (includes auto pretrip)
616380	0.8	MHI/Daiken - R&R PCB - S Board - MEC
616385	1	MHI/Daiken - R&R PCB - S Board - MMCC
616390	0.5	MHI/Daiken - R&R Relay - FR, HR, MGC2
616395	0.5	MHI/Daiken - R&R ROM Chip - MMCC
616400	1.5	MHI/Daiken - R&R Sensor - MEC
616405	1.5	MHI/Daiken - R&R Sensor - MER
616410	1.5	MHI/Daiken - R&R Sensor - MERC
616415	1.5	MHI/Daiken - R&R Sensor - MERC2
616999	2	Miscellaneous Reefer Unit - Microprocessor - Relays, Switches, Sensors & Boards
618010	1	R&R Phase Correction Contactor
618015	0.5	R&R Condenser Fan Motor Contactor
618016	0.5	R&R Evaporator Fan Motor Contactor
618020	0.5	R&R Contactor Coil - Each
618025	0.2	R&R Contactor Contacts
618030	0.5	R&R Power Correction Capacitor
618035	0.8	R&R Compressor Contactor
618060	1	R&R Fan Motor Relay or Contactor
618064	1	R&R Drain Pan Heater
618065	0.7	R&R Heater Contactor
618075	0.5	R&R Heaters - Each
618076	0.3	Replace Heater Bar Bracket - Each
618080	3	R&R Main Drive Motor
618085	1.3	R&R Rectifier
618090	1.5	R&R Transformer
618091	0.5	R&R Control Circuit Transformer
618092	1.5	R&R Transformer Bypass Unit
618095	1	R&R A/C Power Plug/Receptacle
618099	0.3	Change Condenser Fan Rotation
618100	1	R&R Condenser Fan Motor
618101	0.4	R&R Condenser Fan Blade / Blower
618102	1	R&R Condenser Fan Bracket
618103	0.4	R&R Condensor Coil/Fan Deck
618104	0.4	R&R Condensor Fan Housing
618105	1.3	R&R Condenser Fan Motor Bearings (incl. R&R motor)
618106	0.3	R&R Condensor Fan Motor Interlock
618108	1	R&R Evaporator Fan Motor - Plug In
618109	0.3	Change Evaporator Fan Rotation
618110	1.5	R&R Evaporator Fan Motor - Hard Wired
618111	0.4	R&R Evaporator Fan Blade / Blower
618112	1	R&R Evaporator Fan Bracket
618113	0.8	R&R Evaporator Fan Motor Mount
618115	1.3	R&R Evaporator Fan Motor Bearings (incl. R&R motor)
618116	0.3	R&R Evaporator Fan Motor Interlock
618118	1	R&R Servo Unit
618119	1.5	R&R Servo Motor
618120	0.1	Repair Wiring
618305	0.5	MHI/Daiken - R&R Contactor MC, MGC1, MGC3
618999	4	Miscellaneous Reefer Unit - Contactors, Coils, Heaters & Motors
620010	0.5	Check Amp Draw on Sols.
620015	0.2	Clean Jones Plug
620030	1.5	R&R Frost Plug Heater
620034	0.1	R&R Lens - Each
620035	0.1	R&R Indicator Light Bulb - Each
620040	0.3	R&R Indicator Light Socket - Each
620045	0.5	R&R Power Plug 440V
620050	0.5	R&R Power Plug 230V
620055	0.3	Repair Power Plug 440V
620060	0.5	Install Splice Kit
620065	0.3	Repair Power Plug 230V
620069	0.2	Refasten Power Cord
620070	1.3	R&R Power Cord and Plug

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620075	1.3	R&R Power Cord
620076	0.3	R&R Power Cable Fitting
620079	0.5	R&R Receptacle
620080	1	Trouble Shoot Electrical System
620085	0.1	Repair Wiring
620999	2	Miscellaneous Reefer Unit - Power Plugs/Cords
622005	3.5	R&R Condenser Coil
622006	0.8	R&R Condensor Coil Mounting Bracket
622010	3	R&R Evaporator Coil
622015	3	R&R Heat Exchanger
622018	1.5	R&R Air-cooled Condenser
622019	1.5	R&R Water-cooled Condenser Gasket
622020	1.5	R&R Water-cooled Condenser
622021	0.2	R&R Water-cooled Receiver Coupling
622022	0.2	R&R Safety Plug (water-cooled condenser)
622023	0.2	R&R Water Cooled Condenser Bypass Line
622025	0.5	Clean Condenser Coil
622030	0.5	Clean Evaporator Coil
622031	1	R&R Evaporator Drain Hose
622035	1.3	Repair Evaporator Coil
622040	1.3	Repair Condenser Coil
622050	0.2	Seal/Reseal Inlet Distributor
622052	0.5	R&R Inlet Distributor
622305	4	MHI/Daiken - R&R Condensor Coil
622310	8	MHI/Daiken - R&R Evaporator Coil
622999	4	Miscellaneous Reefer Unit - Coils, Evaporator/Condenser
624005	2	Install Throttle Valve Kit (including R&R)
624010	0.5	R&R Safety Valve
624015	1	R&R Check Valve
624020	0.3	R&R Compound Gauge
624021	0.3	R&R Suction Pressure Gauge
624022	0.3	R&R Discharge Pressure Gauge
624023	0.2	Replace Gauge Bracket
624024	0.4	R&R Discharge Gauge Connector
624025	0.8	R&R Bypass Valve/Dehumidifier Valve
624030	0.5	R&R Oil Check Valve
624034	0.2	Seal/Reseal Drier
624035	0.3	R&R Drier
624036	0.2	R&R Drier Clamp
624040	1	R&R Expansion Valve (including access)
624041	0.8	Adjust Expansion Valve
624045	1	R&R Liquid Line / Liquid Injector Valve
624046	0.6	R&R Liquid Line Brackets
624048	0.4	R&R Low Pressure Transducer
624049	0.4	R&R High Pressure Transducer
624050	1.2	R&R Modulation Valve
624055	0.5	R&R Modulation Valve Coil
624056	0.2	R&R Unloader Valve Coil
624057	0.2	R&R Solenoid Valve Coil
624058	0.5	R&R Schrader Valve
624059	0.4	R&R High Pressure Relief Valve
624060	1.5	R&R Receiver Tank
624065	0.5	Repair Receiver Tank
624070	1.5	R&R Accumulator Tank
624075	0.5	Repair Accumulator Tank
624080	1	R&R Receiver Tank Outlet Valve
624084	1	Replace Quench Solenoid Valve
624085	1	R&R Suction Solenoid Valve
624086	0.5	Repair Suction Solenoid Valve
624087	0.4	R&R Suction Line Insulation
624089	0.4	R&R Suction/Service Valve Stem Kit and Coil
624090	1	R&R Suction Service Valve
624091	0.3	Replace Service Valve Gasket
624092	1	Rebuild Throttle Valve (bench)
624095	0.5	R&R Hot Gas Valve
624096	0.3	R&R Hot Gas Valve Coil
624097	0.3	R&R Hot Gas Valve Packing
624100	1	R&R Sight Glass (flare type)
624101	1.3	R&R Sight Glass (soldering type)
624105	0.3	R&R Sight Glass Window
624109	0.3	R&R Fusible Plug
624110	1	R&R Discharge Service Valve
624115	1	R&R Throttling Valve
624120	1	R&R Vibrasorber-Discharge
624125	1	R&R Vibrasorber-Suction

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624130	0.5	Place In Extended Defrost
624140	1.3	Replace 3-Way Valve
624145	0.1	Remove Pipe - Suction Side
624150	0.1	Remove Pipe - Discharge Side
624151	0.2	R&R Pipe Clamp - ANY
624155	0.5	Replace Moisture and Liquid Indicator
624160	0.1	Replace Valve Cap
624165	2	Replace Suction Pressure Regulator
624170	0.1	Adjust Suction Pressure Regulator
624175	2	Replace Constant Pressure Regulator
624180	0.1	Adjust Constant Pressure Regulator
624185	0.2	Replace Discharge Air Probe
624190	0.3	Replace Discharge Probe Harness
624195	0.5	Replace Housing for Probe Assembly
624196	0.8	Replace Return Air Probe
624197	0.3	Replace Return Air Probe Wiring
624200	0.3	Replace Sensor - ANY
624205	0.2	Seal/Reseal Gauge - Any
624207	0.2	Seal/Reseal Valve - Any
624999	3	Miscellaneous Reefer Unit - Valves, Gauges, Coils, Regulators, Tanks & Piping
626010	0.5	Clean Defrost Drain Tubes
626015	0.1	R&R Kazoo Rubber Drain
626016	0.1	R&R U-Loop Drain
626024	0.5	Add Refrigerant
626025	0.5	Recover Refrigerant / Evacuate
626030	1	Incorrect Charge-Recovery-Evacuate-Recharge
626035	0.3	Install Gauges/Check
626040	1	Low Charge - Leak Check - Add Charge
626045	0.5	Refrigeration Data Collection
626050	1.5	Pressure Check Condenser & Repair (bench)
626055	1.5	Pressure Check Evaporator & Repair (bench)
626060	0.5	Pressure Test for Leaks w/ Nitrogen or Sniffer
626065	0.5	R&R Suction Cleanup Filter Core
626080	0.5	Trouble Shoot Refrigeration System
626084	0.5	Repair Leak - Any
626085	1.3	Repair Leak and Charge System
626090	1.8	Recovery - Repair Leak - Check Evacuation Charge (no drier)
626095	1.5	Leak Check, Recovery, Repair Leak, Check Evacuation Charge (no drier)
626100	1.8	Recovery - Repair Leak - Check Evacuation Charge
626105	2	Leak Check, Recovery, Repair Leak, Check Evacuation Charge (with drier)
626110	1	Repair Broken Refrigerant Line
626115	0.2	Silver Solder Per Joint
626120	0.5	System Pump Down Procedure Testing
626140	0.3	Set for Fresh Mist
626999	4	Miscellaneous Reefer Unit - Refrigeration Systems
628003	1	Pretrip Reefer Unit (Manual)
628004	0.5	Pretrip Reefer Unit (Auto)
628005	0.2	Pre-Cool Container
628010	0.1	Install Partlow Chart
628015	0.5	Stencil Reefer Unit
628060	0.5	Run & Check Operation (Trip Check)
628065	0.3	Set Temperature and Vents
628070	0.3	Reefer Set-Up/Pre-Inspection
628079	0.5	Defrost Unit
628080	0.3	Run Cable To Genset
628081	0.3	Unhook Cable from Genset / Cable Storage
628999	4	Miscellaneous Reefer Unit - Operations
630005	1	Paint Door or Panel
630007	0.2	Repair Door Hinge
630008	0.3	R&R Door Hinge
630009	0.2	Repair Door Latch
630010	0.3	R&R Door Latch
630012	0.3	Repair Evaporator Door
630013	0.3	Repair Evaporator Access Panel
630014	0.5	R&R Evaporator Door
630015	1	R&R Evaporator Access Panel (including gasket)
630016	0.3	Replace Evaporator Panel Gasket
630019	0.4	R&R Condensor Door Panel
630020	0.5	R&R Grill
630021	0.3	R&R Compressor Guard
630022	0.2	Repair Compressor Guard
630023	0.3	Repair Partlow Door & Hinges
630024	0.2	Refasten Door - Any
630025	0.5	R&R Hinge Type Door
630026	0.5	Replace Partlow Door

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630027	0.2	Replace Partlow Door Glass
630028	0.8	R&R Partlow Door Gasket
630029	0.4	R&R Control Panel Window
630030	0.3	Silicone Control Panel Window
630031	0.7	R&R Partlow Door Hinge
630035	0.5	R&R Door and Gasket
630040	0.3	R&R Exciter Panel Door
630044	0.3	Straighten Controller Door
630045	0.3	Resecure Control Panel/Grills
630046	0.5	R&R Fresh Air Vent
630047	0.3	R&R Air Baffle (Venturi)
630048	0.3	R&R Control Door Panel
630049	0.3	Seal Control Box Window
630050	1	R&R Control Blocks
630051	2	R&R Control Box
630052	0.5	Repair Control Box
630053	0.2	R&R Control Panel Door Latch
630054	0.2	Adjust Control Panel Door
630055	0.5	Tighten All Reefer Unit Mounting Bolts
630060	1.5	Install and Check New Unit
630065	1.5	Install and Check Used Unit
630070	3.5	R&R Reefer Unit (run & test)
630075	15	R&R Frame (including R&R unit and foaming)
630080	0	Sand, Mask, Paint Unit
630085	0.1	R&R Broken Bolt - Each
630090	0.5	R&R Kick Plate (Baffle Plate)
630095	0.5	R&R Rear Upper Panel
630100	0.5	R&R Rear Lower Panel
630105	0.7	Remove Rear Upper Panel - Straighten & Reinstall
630110	0.7	Remove Rear Lower Panel - Straighten & Reinstall
630115	0.3	Straighten Rear Upper Panel
630120	0.3	Straighten Rear Lower Panel
630125	0.4	Replace GPS Modem
630130	0.4	Replace GPS Antenna
630135	0.3	Repair GPS Wiring
630140	0.4	Remove Placards
630145	0.5	Install USDA probes
630150	0.5	Remove USDA probes
630999	8	Miscellaneous Reefer Unit - Structural
710005	0.3	Add fuel conditioner
710010	0.4	Add fuel/prime/start
710011	1	R&R diesel fuel heater
710012	1.2	Repair pick-up tube tank
710013	1.2	R&R fuel tank (no fuel transfer)
710014	0.3	Drain Fuel Tank
710015	0.5	Check & Repair fuel leak
710020	1	Check for losing prime
710025	0.3	Clean transfer pump screen
710027	0.3	Clean Fuel Settlement Bowl
710029	0.3	Clean Fuel Banjo Fitting
710031	0.5	R&R Water Separator
710035	0.4	R&R bleed screw assy (add 1070 SE eng.)
710040	0.3	R&R deliver valve and/or o-ring (each)
710045	1	R&R fuel filter base (includes filters & hoses)
710050	0.2	R&R fuel filter - Primary
710051	0.2	R&R fuel filter - Secondary
710055	0.5	R&R fuel line-each
710056	0.2	R&R Fuel Fitting - Each
710060	0.5	R&R fuel tank gauge (no fuel transfer)
710065	0.3	R&R fuel tank gauge dial
710070	0.3	R&R fuel tank vent/drain plug
710075	2	R&R injection pump (including timing)
710080	1	R&R injector & test (each)
710085	1	R&R injector line-(all)
710090	0.3	R&R injector line-(each)
710095	2	R&R injector & test (all injectors)
710100	0.4	R&R primer pump
710105	0.5	R&R sediment bowl
710110	0.8	R&R transfer pump
710115	0.6	R&R transfer pump check valves
710120	0.5	Rebuild injector-(each)
710125	0.1	R&R fuel sol. spring
710129	0.3	R&R Fuel Shut-off Valve
710130	0.3	R&R missing fuel cap
710135	0.5	Repair fuel line

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710140	0.5	Thaw out fuel system/tank
710145	0.3	Fuel Genset
710999	4	Miscellaneous Genset - Engine - Fuel
711005	0.5	Drain & refill coolant
711010	1	Flush cooling system
711015	0.5	Pressure test cooling system
711020	0.8	R&R engine main thermostat HSG or GSKT
711025	1	R&R engine thermostat (including drain & refill)
711026	0.2	R&R Water Temperature Sensor/Cut-off
711030	0.7	R&R expansion tank (including drain & refill)
711035	2	R&R radiator (including drain & refill)
711040	0.1	R&R radiator cap
711045	0.5	R&R radiator hose
711050	4	R&R water pump (including R&R radiator drain and fill)
711055	0.9	R&R water temp gauge
711060	0.2	R&R / adjust hose clamp (all)
711065	1	Rebuild water pump (not including R&R)
711070	0.2	R&R Radiator Petcock
711075	0.6	R&R Thermostat and Gasket (including test)
711080	0.4	R&R Radiator Shroud
711999	4	Miscellaneous Genset - Engine - Cooling
712005	1	R&R exhaust manifold and/or gasket
712010	1	R&R exhaust pipe
712011	0.6	R&R exhaust elbow
712012	0.2	Straighten Exhaust Pipe
712015	1	R&R muffler
712016	0.3	Resecure Muffler
712020	0.3	R&R / adjust exhaust clamp (all)
712025	0.2	R&R rain cap / extension pipe
712999	2	Miscellaneous Genset - Engine - Exhaust
713005	0.3	R&R air cleaner indicator
713010	0.3	R&R dry air cleaner
713015	0.3	R&R intake hose
713020	1	R&R intake manifold and/or gasket
713999	2	Miscellaneous Genset - Engine - Intake
714005	1	Adjust valves (including R&R cover)
714010	0.5	Install prechamber - Each
714011	1	R&R glow plug-all
714012	0.3	R&R glow plug-ea./intake heater
714015	1.5	R&R frost plug-head
714020	5	R&R head/gasket-adjust valves
714025	2.5	R&R rocker arm / rods - all (including adjusting
714030	1	R&R valve cover / gasket
714035	3	R&R valve seals & adjust
714040	2	R&R 1 rocker arm and/or rod (including adjusting
714045	1.5	Compression or cylinder leak test (all)
714050	0.5	Compression or cylinder leak test (1 cylinder)
714999	2	Miscellaneous Genset - Engine - Cylinder Head
715015	0.3	R&R dipstick/tube
715020	0.5	R&R line to gauge/sender
715025	0.5	R&R oil filter base/o ring
715030	0.6	R&R oil drain hose (including drain & refill)
715035	0.5	R&R oil filter (spin-on)
715040	0.7	R&R oil pressure regulatory/by-pass valve
715045	0.5	R&R oil pressure gauge
715046	3.5	R&R Engine Oil Pump
715050	0.3	R&R Oil Filter Mounting Brackets
715999	3	Miscellaneous Genset - Engine - Lubrication
716005	1	Dial indicate flywheel housing
716010	3	R&R flywheel
716015	3.5	R&R flywheel housing and dial indicator
716020	0.2	R&R flywheel ringgear, flywheel off
716025	1	R&R front seal-new style
716030	2	R&R front seal-old style
716035	6	R&R rear engine main seal
716040	1.5	R&R rear main oil seal (on floor)
716044	1	R&R oil pan gasket
716045	1	R&R side cover gasket
716046	0.6	R&R 1st Engine Freeze Plug (includes radiator drain/refill)
716047	0.2	R&R Engine Freeze Plug - each additional
716050	3	R&R timing gear cover
716055	4	R&R timing gears
716060	3	R&R timing gears (on floor)
716065	0.3	R&R wear ring / speed sleeve
716070	0.5	Adjust engine rpm

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716075	0.5	Adjust timing
716090	5	R&R engine (on floor)
716999	4	Miscellaneous Genset - Engine - Seals, Gaskets & Gears
721001	0.5	R&R starter
721002	0.5	R&R starter solenoid (on bench)
721003	1.5	Rebuild starter (not including R&R)
721004	2	Troubleshoot Genset (Includes code 721005)
721005	0.5	Check charging system
721006	0.3	Charge Batteries
721010	0.3	Check / service battery & cables
721015	0.3	Check battery/load test
721017	0.1	Disconnect Genset Battery
721020	0.5	R&R ammeter
721025	0.5	R&R battery - 12 volt
721026	0.5	R&R Batteries - 6 volt
721030	0.8	R&R voltage regulator
721031	0.8	R&R Exciter Assembly
721032	0.2	R&R Volt Meter
721033	0.5	R&R Low Voltage Harness
721034	0.4	Adjust Hertz/Voltage Output
721035	0.5	Repair battery cables (includes R&R of cable and ends)
721036	0.2	R&R Battery Hold Downs
721037	0.5	R&R Exciter Rectifier Diode
721038	0.5	R&R Exciter Resistor
721039	1.2	R&R Exciter Transformer
721040	0.5	R&R Exciter Panel
721044	0.3	Repair Wiring
721045	0.5	R&R DC Alternator
721050	6	R&R Main Generator (Clip On)
721051	3	Remove AC Main Generator (Clip On)
721052	3	Install AC Main Generator (Clip On)
721055	4	R&R Main Generator (Under Mount)
721056	2	Remove AC Main Generator (Undermount)
721057	2	Install AC Main Generator (Undermount)
721060	0.3	R&R Alternator Brushes (all)
721065	0.5	R&R Battery Charger
721066	0.3	R&R Battery Charge Plug or Receptacle
721070	0.3	R&R Gauge Sensor-each
721074	0.5	R&R Relay Board
721075	0.3	R&R Relay (ANY)
721076	0.5	R&R power receptacle
721077	0.3	Repair power receptacle
721078	0.5	R&R Receptacle Box Cable
721080	5.5	AC Conversion 460 to 230 (Gen Set Year Prior to 1989)
721085	3.5	AC Conversion 460 to 230 (Gen Set Year After 1989)
721090	5.5	AC Conversion 230 to 460 (Gen Set Year Prior to 1989)
721095	3.5	AC Conversion 230 to 460 (Gen Set Year After 1989)
721999	4	Miscellaneous Genset - Electrical - AC/DC Components
722001	1	R&R Control Circuit Board
722002	0.5	R&R A/C Overload Protector
722003	0.7	R&R 240v Circuit Breaker
722004	0.7	R&R 480v Circuit Breaker
722005	0.5	R&R DC circuit breaker
722006	0.5	R&R CB1
722007	0.5	R&R CB2
722008	0.5	R&R CB3
722010	0.5	R&R fuel / speed solenoid
722015	0.5	R&R Hourmeter
722020	0.5	R&R pressure switch (high, low, cfp)
722025	1	R&R water level sensor
722026	1	R&R water temperature sending unit
722027	0.2	R&R High Temp Cutout Switch
722030	0.5	R&R low oil level switch
722035	0.5	R&R oil pressure switch
722040	0.7	R&R start/pre-heat switch
722045	0.5	R&R water temperature switch
722049	0.8	R&R Indicator Board
722050	0.3	R&R Toggle Switch (including boot)
722055	0.1	R&R Toggle Switch Boot
722060	1	R&R main wire harness
722064	0.5	R&R Terminal Block
722065	0.5	R&R Bridge Dioed Rectifier
722066	0.4	R&R Negative or Positive Diodes
722070	0.2	R&R solenoid boot
722075	0.3	Adjust RPM sensor

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722080	0.5	R&R flywheel RPM sensor (including adjustment)
722085	0.8	Installation of the PAR, GPS, tracking system
722999	4	Miscellaneous Genset - Electrical - Control
730005	0.5	Adjust belts
730010	0.5	R&R fan drive belt
730015	1	R&R radiator fan
730999	2	Miscellaneous Genset - Drive System - Belts/Fan Blades
732005	0.5	R&R coupl. bushings-on bench
732010	2.5	R&R coupl. & install bushings
732015	2	R&R coupl.
732020	1	R&R engine front drive pulley
732025	0.8	R&R idler pul. assy. (incl. adj. belt)
732026	0.6	Remove, Clean and Reinstall idler pulley
732030	1	R&R idler pulley-overhaul-adj. belts
732031	1.5	R&R Water Pump Pulley (including fan & adjust belts)
732035	0.5	R&R main Generator Bearing
732999	3	Miscellaneous Genset - Drive System - Pulleys/Clutches/Bearings
740005	1	R&R engine mount support - each
740010	2	R&R engine mounts / all (rubber)
740015	2	R&R engine support (all)
740999	16	Miscellaneous Genset - Structural - Engine
741015	2	R&R fuel tank brackets/straps
741039	0.4	Stencil Genset
741040	0	Sand, mask, paint unit
741042	1.75	Replace Control Box
741043	0.2	R&R Exciter Box Cover
741044	0.2	R&R Exciter Box Cover Gasket
741061	0.5	R&R First Shock Mount
741062	0.2	R&R Each Additional Shock Mount
741063	0	Repair Fork Lift Pockets
741064	0.2	Replace Mounting Plates - each
741065	0.1	R&R Mounting Bolts - each
741066	0.5	Repair Control Panel
741067	0.4	Repair Engine Access Door
741068	0.3	R&R Engine Access Door
741069	0.2	Repair Battery Box Door/Tray & Brackets
741070	0.2	Replace Battery Box Door
741071	0.1	Repair Door Hinge - each
741072	0.2	R&R Door Hinge - each
741073	0.1	Repair Door Latch - each
741074	0.2	Replace Door Latch - each
741075	0.8	Remove/Repair/Reinstall Engine Cover/Hood
741076	0.5	Repair Clamping Device (clip-on or underslung) - each
741077	0.5	R&R Clamping Device (clip-on or underslung) - each
741078	0.5	Remove/Repair/Reinstall Back Cover/Grill
741079	0.2	R&R Back Cover/Grill
741080	0.1	Replace Decal - Each
741081	0.5	R&R Engine Cover/Hood
741999	4	Genset - Structural - Unit
750025	0.7	Change oil & filter
750044	0.2	Check/Add Coolant
750045	0.2	Check/Add Oil
750046	0.5	Check for oil leak
750055	1.5	Complete P.M. Service
750056	0.5	Steam clean unit
750057	1.8	Five Hundred-(500) Hour Service
750060	0.5	Mount Genset (with cable hook-up)
750061	0.5	Dismount genset (with cable storage)
750062	1	Mount & Dismount genset (with cable hook-up/storage)
750063	0.3	Run reefer cable to genset
750064	0.3	Unhook/cable storage
750075	1	Manual pretrip unit
750080	0.3	Prime and start unit
750081	0.8	Cold start / set up
750082	0.3	Boost unit to start
750085	0.5	Run & check operation (Trip Check)
750090	0.5	R&R oil bath air cleaner & service
750999	4	Miscellaneous Genset - Preventative Maintenance and Operations

APM TERMINALS Lifting Global Trade.

APM TERMINALS MOBILE

Terminal Tariff Appendix II Standby, Guarantee, Detentions

	Description	Billable	Non-Billable
1	ILA guarantee	YES	
2	Standby for vessel arrival	YES	
3	APMT MOBILE Shore Gantry Crane breakdown		YES
4	Heavy lift/OOG/Breakbulk Cargo which cannot be handled with standard spreader without attachments	YES	
5	Meal break		YES
6	Gang hour detention due to standby for lashing/unlashing	YES	
7	Loose Cargo, damaged Cargo/Containers	YES	
8	Standby for Weather, tides	YES	
9	Standby cargo	YES if awaiting cargo via gate	YES if lost in yard
10	Standby labor	YES if not the fault of APMT MOBILE	YES if APMT MOBILE fault
11	Standby for health/safety disputes	YES if not caused by APMT MOBILE	YES if caused by APMT MOBILE
12	Standby equipment	YES if other than APMT MOBILE's equipment	YES if APMT MOBILE's equipment
13	Safety violations	YES if caused by Carrier	YES if caused by APMT MOBILE
14	Boom	2nd and subsequent booms	1st boom no charge
15	Stowage error	YES if Carrier stowage error	YES if APMT MOBILE error

16	Standby for broken, stuck, or upside down twist locks	YES	
17	Standby for missing or lost Container	YES if lost on vessel	YES if lost in yard
18	Standby for government agency	Yes	
19	Standby due to fire	YES if on vessel	YES if on terminal unless caused by Carrier's Container or equipment
20	Standby due to hazardous spill or leak	YES unless caused by APMT MOBILE	YES if caused by APMT MOBILE
21	Standby due to traffic in yard		YES
22	Container in wrong hatch	YES if Carrier error	YES if APMT MOBILE error
23	Lack of Chassis	YES	
25	Standby due to Vessel's crew, Vessel gear, Vessel bridge fittings	YES	
26	Electrical outage	YES if not due to APMT MOBILE infrastructure	YES if due to APMT MOBILE infrastructure
27	Standby due to bad cell guides, bad frames, bad hatch covers	YES unless APMT MOBILE caused damage	YES if damage caused by APMT MOBILE
28	Standby due to Vessel repairs, Vessel bunkering, Vessel ballasting, Vessel stack gas, Vessel stores	YES unless APMT MOBILE caused damage	YES if damage caused by APMT MOBILE
29	Standby due to Vessel list	YES if Carrier fault	YES if APMT MOBILE fault
30	Standby for ILA labor safety talk		YES

This above list is for reference only.

LUKA KOPER
d.d. TARIFFS

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Tariffs are valid from 1st April 2022 onwards

LUKA KOPER
Port of Koper

I. GENERAL TERMS

1. Luka Koper operates in accordance with pertinent legislation of the Republic of Slovenia, its Concession Agreement, General Acts of the company, General Terms and Conditions, its Quality Manual, this Tariff and the customs of the port, if the application of such is not in contravention of the aforementioned legal provisions.
2. These tariffs prescribe the prices of services in euros - EUR.
   The prices of services are not inclusive of sales tax (VAT), which shall be charged the customer at a rate in accordance with current legislation, except in cases where this is explicitly specified otherwise.
3. Services and rentals not included in these tariffs shall be charged in accordance with separate written agreements.
4. Rates and prices established in these tariffs are for services and operations carried out under normal conditions and during ordinary working hours.
5. The customer is obliged to order operations and services to Luka Koper using the CED – Computer Exchange Data system before 10:30 a.m. CET/CEST on the day prior to the day they are needed, and for the order of operations on Sundays and public holidays by 10:30 a.m. CET/CEST on the last ordinary working day prior to their projected execution. In the event that orders for operations are not submitted in the terms and modes pursuant to these General Terms, Luka Koper shall not bear any obligations in this respect towards the customer.
   Luka Koper shall accept and confirm an order for operations by sending a plan of action via the communication network by 12:30 p.m CET/CEST. Luka Koper shall also send the customer an electronic message on co-ordinated changes, thus confirming the final plan of operations.
6. Operational orders shall to be submitted via electronic mail using the CED between 6:00 a.m. and 9.00p.m. (21:00 hrs) CET/CEST. In the event of a breakdown in the customer's computer or communication system, and exceptionally when the reason for incapacity to enter the CED system is on the customer's side, it is possible to order an operation by submitting a written order via Luka Koper's computer system. Luka Koper shall make a separate charge for any such order.
   The confirmation of the order of an operation by the performer of service shall represent the conclusion of a contractual agreement in accordance with the General Terms and Conditions of Luka Koper d.d.
7. The customer is obliged to submit Luka Koper orders in relation to the arrival and disposition of all wagon consignments, empty wagons, private wagons or wagons on lease before the hour at which loading/discharging operations have been ordered.

The customer is obliged to deliver the order to Luka Koper between 6:00 a.m. and 9.00 p.m. (21:00 hrs) CET/CEST, also on Saturdays, Sundays and public holidays, when Luka Koper shall perform operations on behalf of its customers which are announced and confirmed using the CED system.

8. The customer shall deliver all orders and countermands in relation to railway wagons directly to the railway operator Slovenian Railways (SŽ).

Luka Koper does not accept any direct responsibility in relation to the railway operator in the event the customer fails to discharge or load the cargo within the time limits set by the regulations on the acceptance and take over of freight from the railway operator because it did not receive the order or the disposition.

A customer who has ordered the movement or delivery, or the loading or discharge of railway wagons, shall be responsible towards the railway operator Slovenian Railways (SŽ) for railway wagon demurrage. In the event that the delay is a fault of Luka Koper, the customer may claim reimbursement.

9. The customer may countermand an operational order by 18:00 hrs CET/CEST at the latest on the day before the day for which the services were ordered, and by 12:00 hrs (midday) CET/CEST of the last preceding ordinary working day in relation to services ordered for Sundays or public holidays.
Countermanding of an operation ordered at PC Car Terminal is specifically regulated in the Tariff Provisions per Table 9.

Countermanding ordered operations shall be performed in the same manner as ordering operations.

If ordered operations cannot be countermanded; namely, an entire shift shall be charged for even if the ordered operations are completed within a shorter period.

If the customer countermands ordered operations after the prescribed period, the ordered operation shall be charged for in accordance with the appropriate Table tariff.

In the event of waiting during performing the operations, or operations are interrupted for reasons which are not the fault of Luka Koper, the customer shall be obliged to pay for the ordered operations according to tariff provisions as well as to reimburse any damages which may be incurred.

10. Upon direct cargo loading or discharging of vessels, Luka Koper shall perform weighing, marking, sorting and other such activities solely on the basis of prior written order and agreement, payment for which shall be determined on the basis of tariff provisions.
11. If the tariff rate for Hold - Ship's Tackle - Vehicle operations, and vice versa, is expressed as a single integral amount, said rate shall be divided as follows:

12. The customer is obliged to especially order difficult and other additional operations in writing.
13. Upon the destruction of cargo, customs regulations and ecology legislation must be taken into consideration; such work shall be performed in accordance with a separate written agreement between Luka Koper and the customer.
14. Working hours at Luka Koper are as follows:

for: liquid cargos, ore and coal, vehicles, container freight and trailer cargo

First shift from 06.00 hrs to 14.00 hrs CET/CEST

Second shift from 14.00 hrs to 22.00 hrs CET/CEST Third shift from 22.00 hrs to 06.00 hrs CET/CEST

for: timber and wooden products, various elements of general cargo, perishable cargos

First shift from 06.15 hrs to 13.30 hrs CET/CEST

Second shift from 14.00 hrs to 21.15 hrs CET/CEST (with the exception of bulk cargos with working hours from 21.45 hrs to 05.00 hrs CET/CEST)

Third shift from 22.00 hrs to 05.15 CET/CEST with the exception of bulk cargos with working hours are from 21.45 hrs to 05.00 hrs CET/CEST On Saturdays, the first shift is from 06.15 hrs to 13.45 hrs CET/CEST

Working hours for livestock handling operations at the Livestock Terminal shall be adapted to the working hours of the veterinary inspection office and Slovenian legislation pertinent to this field. Regular working hours for all livestock handling operations are as follows:

-Monday to Friday: from 06.15 hrs to 20.00 hrs CET/CEST
-Saturday: from 06.15 hrs to 13.30 hrs CET/CEST Livestock handling operations are not performed during the night-time.

for: bulk cargos

First shift from 06.00 hrs to 13.15 hrs CET/CEST

Second shift from 14.00 hrs to 21.15 hrs CET/CEST

Third shift from 22.00 hrs to 05.15 hrs CET/CEST

-Saturday: from 06.15 hrs to 13.30 hrs CET/CEST

15. Regular working hours at Luka Koper are from Monday to Friday in the first and second shifts, and on Saturday in the first shift. The pertinent tariff is increased for performing overtime operations as follows: a) Third shift on Monday to Friday workdays - by 50%,
b) Second shift on Saturday workdays - by 75%,
c) Third shift on Saturday to Sunday, and all-day on Sundays - by 100%,

d) Third shift a day prior to a public holiday as well as all shifts during public holidays - by 150%.

Above stated tariff for overtime operations does not apply to Profit Centre Container Terminal and are defined in TABLE 8 under Item 5000.

A customer ordering overtime operations is obliged to pay for overtime operations as well all other related services according to the provisions of this item.

16. In the event that a customer ordering a Ship's Tackle – Warehouse operation does not appear within 30 days of the performance of such a discharge of a vessel in indirect operation, the cost of manipulation and storage shall be charged to the shipowner, even though the owner of the cargo or its agent ordered the Ship's Tackle – Warehouse operation for the cargo.
17. The computation of increases shall be effected against the basic tariff rate. The increases are calculated from the basic tariff rate and summed up.
18. In the event that the customer has not concluded a special Contract about payment or Commercial Agreement with Luka Koper, Luka shall request an advance payment for the services ordered on the basis of a proforma invoice issued by Luka.
    Luka Koper shall issue a final invoice by no later than five days from the date of provision of services. In case that the services provided have been only partially settled by advance payment, the customer shall settle the remaining charge of the services by no later than 15 days from the date of provision of services.

    In case that the customer fails to pay the proforma invoice ahead of provision of services, Luka Koper is not obliged to provide the said services.

    In the event that the customer objects the invoice issued by Luka, they are obliged to settle the non-contested part of the invoice within the agreed term and file a written complaint on the disputed part within 8 days from receiving the invoice.
19. In the event that a debtor fails to settle its debt, Luka Koper shall retain a lien on goods in storage, as well as enjoy the right of retention of the debtor's property located within the port zone.
20. The minimum invoiceable unit of cargo weight is 1,000 kg (metric tonne), or 1 m3 for timber cargos, which is always rounded upwards in any computation of quantities over 100 kg above the threshold amount, or 100 dm3 for timber, as per tariff rates.
21. This Tariff has been adopted by the Management Board of Luka Koper d.d. and shall enter into force as of 1st April 2022. In the event of any dispute concerning the interpretation of the English text, the Slovenian original shall prevail.
22. In all contracts concluded with Luka Koper in which separate provisions refer to the Tariff, this Tariff shall apply.
23. Luka Koper reserves the right to impose to the cargo owner or to the customer as the user of the warehouse, charges for services: deratisation, disinfection and disinfestation, in order to prevent contamination of warehouses and cargo.
    Services of deratisation, disinfection and disinfestation upon request of the customer, shall be performed as per a separate written agreement.

24. Seven days prior to the anticipated entry/exit of cargo, with confirmation upon the day of actual arrival/departure, the customer is liable to notify Luka Koper port entrance gate staff of cargo transports which exceed 4.3m in width and 4.7m in height.
25. Upon its arrival at the Luka Koper Container Terminal, the container is inspected and data on any visible damage to that container is entered into the information system; as such it is considered damage that did not occur while the container was at the Terminal. As to hidden defects that cannot be detected by the usual inspection, Luka Koper d.d. will be held responsible in the event that the client submits indisputable evidence that said damage was a consequence of Luka Koper's handling. Difficult to detect minor damages, which have not been entered into the information system, will not be considered the liability of Luka Koper d.d. unless the client submits indisputable evidence to the contrary.
26. Luka Koper d.d. shall not be held liable for "non-transport damages" on cars as defined in documents by car manufacturers or their logistics providers and documents of
their associations or "non-transport damages" as determined by customs.

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19II. GENERAL CARGO

TABLE 1	General Cargo Handling Operations Tariff
TABLE 2	Storage Charges for Cargo itemised under TABLE 1
TABLE 3	Perishable Cargo Handling Operations Tariff
TABLE 4	Storage Charges for Cargo itemised under TABLE 3
TABLE 5	Livestock Handling Operations Tariff
TABLE 6	Timber and Derivatives Handling Operations Tariff
TABLE 7	Storage Charges for Cargo itemised under TABLE 6

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TABLE 1

GENERAL CARGO HANDLING OPERATIONS TARIFF

No.	Commodity	Service - Euros / tonne			
		Ship's Hold-Ship's Tackle (L-D) or vice versa	Ship's Tackle-Warehouse (D-S) or vice versa	Warehouse-Vehicle (S-V) or vice versa	Container-Warehouse (KT-S) or Mafi trailer-Warehouse (MAFI-S) or vice versa
ITEM A					
1. Bagged cargo – bags from 15 up to 60 kg, single					
	Cereals, flour, rice, beans, peas, sugar, starch and milk powder	10,50	4,30	7,55	15,60
	Coffee, cocoa beans, pepper			11,60	18,60
	Cattle fodder of plant origin and oil-seeds, cement, kaolin, hydrated lime, phospates, ferro phospates and potassium nitrate	10,50	4,30	6,55	15,60
	Sulphur, sulphates, phospates, bentonite	10,50	4,30	6,55	15,60
2. Bagged cargo – unitized (big bags)					
	Bagged cargo – unitized (big bags) weighing up to 500 kg	11,05	4,80	6,00	14,20
	Bagged cargo – unitized (big bags) weighing over 500 kg up to 800 kg	10,60	4,40	4,90	13,40
	Bagged cargo – unitized (big bags) weighing over 800 kg	9,40	3,25	4,20	12,10
3. Palletised cargo					
	Palletised cargo – pallets weighing up to 500 kg	11,30	5,85	6,00	14,20

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Palletised cargo – pallets weighing over 500 kg up to 800 kg	11,05	4,70	5,50	13,40
Palletised cargo – pallets weighing over 800 kg	10,30	3,35	4,50	12,10
4. Light or fragile cargo – cargo in bales weighing over 25 kg				
Tobacco, textile fibres, cotton,	18,85	10,90	10,80	20,30
5. Marble, granite, stone in blocks, sheets, both				
in blocks, sheets, both	7,15	2,50	4,70	18,20
on pallets	6,05	2,60	3,70	10,00
6. Celullose in bundles 1,6 - 2 tonnes				
	5,20	1,95	3,25	7,50
7. Paper in bales, rolls, on pallets min. weight 500 kg				
	10,50	3,30	3,60	8,70

No.	Comodity	Service - Euros / tonne			
		Ship's Hold-Ship's Tackle (L-D) or vice versa	Ship's Tackle-Warehouse (D-S) or vice versa	Warehouse-Vehicle (S-V) or vice versa	Container-Warehouse (KT-S) or Mafi trailer-Warehouse (MAFI-S) or vice versa
8. Magnesite / fire bricks on pallets min. weight 1 tonne					
		9,10	2,20	4,20	12,10

9. Machinery, parts of machinery, machine tools, machinery equipment, lathes, cylinders, tanks				
	14,85	4,50	6,50	13,65
10. Metallurgical products				
Steel coils	5,50	2,10	3,50	13,40
Steel plates in bundles, package weighing from 3 to 15 tonnes, length up to 18 m	5,70	2,40	3,50	15,10
Steel plates in bundles, package weighing over 15 tonnes, length up to 18 m	5,80	2,50	3,30	15,10
Steel pipes in bundles from 2 to 5 tonnes, length up to 18 m	5,70	2,30	3,30	15,60
Steel pipes in bundles from 2 to 5 tonnes, length over 18 m	6,40	2,60	3,70	
Steel pipes loose (not bundled), weighing from 1 to 3 tonnes, length up to 18 m, diameter up to 2 m	8,80	3,50	5,20	17,55
Steel pipes loose (not bundled), weighing from 3 to 10 tonnes, length up to 18 m, diameter up to 2 m	10,10	4,00	6,50	
Steel pipes loose (not bundled), weighing over 10 tonnes, length up to 18 m, diameter from 2 to 3 m	11,60	4,70	6,50	
Steel profiles, bars (billet), sheet piles in bundles weighing from 2 to 15 tonnes, length up to 18 m	5,70	2,30	3,30	15,60
Steel profiles, bars (billet), sheet piles in bundles weighing from 2 to 15 tonnes, length over	6,40	2,60	3,80	

18 m				
Steel profiles, bars (billet), sheet piles loose (not bundled), length up to 18 m	8,80	3,50	5,20	17,55
Concrete iron – bars in bundles weighing from 2 to 5 tonnes, length up to 12 m or in coils – wire	4,70	1,60	3,10	15,60
Steel beams, steel slabs – in bundles up to 5 tonnes and filled from 5 to 15 tonnes, length up to 18 m	4,70	1,60	3,10	15,60
Steel beams, steel slabs – in bundles up to 5 tonnes and filled from 16 to 30 tonnes, length over 18 m	6,40	2,60	3,80	
Steel rails length up to 28 m	7,20	2,90	4,90	
Steel rails length from 28 to 36 m	7,50	3,20	5,40	
Aluminium in blocks, ingots or coils and copper, lead, zinc in ingots or on pallets	7,90	3,25	3,50	14,70

No.	Comodity	Service - Euros / tonne			
		Ship's Hold-Ship's Tackle (L-D) or vice versa	Ship's Tackle-Warehouse (D-S) or vice versa	Warehouse-Vehicle (S-V) or vice versa	Container-Warehouse (KT-S) or Mafi trailer-Warehouse (MAFI-S) or

					vice versa
ITEM B					
	Heavy lifts – single, boxes, both				
	Elements up to 7.000 kg	15,50	5,85	7,00	13,65
	Elements 7.000 - 20.000 kg	21,70	8,70	13,00	17,00
	Elements 20.001 - 50.000 kg	30,25	12,10	18,15	20,00
	Elements 50.001 - 100.000 kg	43,70	18,70	21,90	22,00

TARIFF PROVISIONS PER TABLE 1

1. Handling and other operations, not listed in TABLE 1: consolidated consignments, cigarettes, alcohol, containers, vehicles, floating crafts, machinery (construction and agricultural machinery), constructions, photocopying paper, tyres, skin, fodder of animal origin, as well as other cargo requiring careful handling (technical products such as audio and video equipment, computer and medical equipment, air-conditioning installations, household appliances, glass products and similar), goods for large consumption in cartons, cargo of undefined packaging and dimensions, shall be charged as per a separate written agreement.

2. Prices under TABLE 1 / ITEM A apply for paper in rolls max. weight 3,5 tonnes/roll, max height 2,5 m and diameter of max up to do 1.800 mm. Prices are valid for handling rolls in standing position, without turning / laying them.

3. Handling of cargo consignements under 3 (three) tonnes, shall be performed as per a separate written agreement.

4. Any cargo which Luka deems unsuitable for handling or unsuitably packed, shall be charged as per a separate written agreement. The same applies for the salvage or remediation of damaged, strewed, spilled, and similar cargo.

5. The handling of heavy lifts shall be performed solely in accordance with, the customer's professional instructions. In the event no instructions are given, Luka Koper shall not be held responsible for any damages resulting from the improper lashing or lifting of the cargo.

6. Luka Koper shall only perform handling of heavy lifts over 100.000 kg as per a separate written agreement.

7. Stuffing or stripping containers and trailers under TABLE 1 shall be charged as follows: the delivery and return of a container or MAFI trailer from/to the place of stuffing or stripping is included in the price (transport to the place of stuffing/stripping, 1x LO-LO handling operations at the General cargo terminal and the transport back to the Container terminal; LO-LO handling operations at the Container terminal are not included in the stated price).

8. If the volume of one tonne of cargo specified in TABLE 1 measures:
- between 3 m3 and 5 m3, the tariff rate shall be increased by 20%;
- between 5 m3 and 8 m3, the tariff rate shall be increased by 50%;
- between 8 m3 and 10 m3, the tariff rate shall be increased by 100%;
- over 10 m3, the calculation shall be effected according to TABLE 1 in that 3 m3 shall be regarded as one tariff tonne.

9. The following is not included in relation to the items listed under TABLE 1: - lashing or unlashing cargo on board a vessel, vehicle, container or MAFI trailer; - lashing materials.
Lashing is performed by Luka Koper by way of a special agreement with, and under the supervision of, the customer.

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10. Quayside loading/unloading rates for Ship's Hold - Ship's Tackle manipulations shall include the use of ship's crane. In the event the vessel is not equipped with its own crane(s), the use of a quayside crane shall be charged for in accordance with the provisions of the Tariff.

11. In relation to RO-RO vehicular cargo, the Warehouse - RO-RO ramp operation shall be calculated and charged in the same manner as Warehouse - Ship's Tackle - Ship's Hold operation.

12. Customer's orders must be fully completed and replete with information as to the weight as well as volume of cargo. In the event that the volume of cargo is not stated, computation shall be made on the total volume of the container or medium containing the cargo.

13. As to the presence at inspection of cargo in containers (customs and other inspection services etc.) under TABLE 1, Luka Koper shall charge the following:

- cargo handling operation (presence during inspection) as required by the inspection authority, including the restitution to original state, on the basis of effective labour and technical resources as per the hourly rates prescribed under Luka Koper's current Tariff;
- all handling and transport operations involving stuffed/stripped (full/empty) containers and trailers required under the inspection regime are invoiced by Container terminal separately in accordance with the provisions of Chapter III of Luka Koper's Tariff (Containers, Trailer Cargo, Floating Craft and Vehicles), Item 8100 or by way of a special agreement between Luka Koper and the customer;
- in case of handling (stuffing/stripping due to inspection), tariff for operations of General Cargo terminal include transport to/from the place of stuffing/stripping (transport of container to/from the place of stuffing/stripping and 1x LO-LO handling operations on PC General cargo terminal are included, LO-LO handling operations at the Container terminal are not included in the stated price); - minimum invoicing charge is 120,00 EUR.

14. Any customer ordering services (handling operations and/or additional services) shall be liable to appropriately and at their own expenses remove from the Port of Koper all waste materials, otherwise the cost of such disposal shall be charged accordingly.

15. Direct handling, as well as other not stated operations are performed as per a separate written agreement.

16. Prices are valid for tilt trucks and do not apply to reefer trucks.

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2 STORAGE CHARGES FOR CARGO ITEMISED UNDER TABLE 1

No.	Type of storage facility	Days of free storage	Euros / tonne / day	
			Daily rate to 30 days inclusive	Daily rate from 31 day onwards
1.	Closed warehouse			
		7	0,49	2,00
2.	Roofed storage area			
		7	0,39	1,50
3.	Open storage area			
		7	0,26	1,00

TARIFF PROVISIONS PER TABLE 2

1. Precious cargo as well as goods requiring special care and custody will, upon Luka Koper's estimation and at the customer's request, be stored in a separate warehouse. Rates shall be increased by 50 % for the storage of such cargo and shipments.

2. If the volume of one tonne of cargo specified in TABLE 1 measures:
   - between 3 m^3 and 5 m^3, the tariff rate shall be increased by 20%,
   - between 5 m^3 and 8 m^3, the tariff rate shall be increased by 50%,
   - between 8 m^3 and 10 m^3, the tariff rate shall be increased by 100%,
   - over 10 m^3, the calculation shall be affected according to TABLE 2 in that 3 m^3 shall be regarded as one tariff tonne.

3. The first and the final day of storage shall be included in the computation of storage charges.

4. Individual packages in excess of 5 tonnes, or single elements of cargo which are inappropriate for entering closed warehouses, are generally not stored in closed warehouses. If Luka Koper accepts the storage of such items in closed warehouses, storage charges shall be subject to a special written agreement between Luka Koper and the customer.

5. For those items of cargo which cannot be stored in normal stacks (lower stacks due to the nature of the goods, or because of sorting or deconsolidation requirements, etc.) or which otherwise result in the inefficient use of warehousing capacities (as, for example, consequent to floor load capacity restrictions), storage charges shall be agreed and charged for as per a separate written agreement between Luka Koper and the customer.

6. Any period of cargo fumigation does not interrupt the calculation of time pertaining to storage charges.

7. Storage charges for consolidated consignments, cigarettes, alcohol, containers, vehicles, floating crafts, machinery (construction and agricultural machinery), constructions, photocopying paper, skin, fodder of animal origin, as well as other cargo requiring careful handling (technical products such as audio and video equipment, computer and medical equipment, air-conditioning installations, household appliances, and similar), cargo of undefined packaging and dimensions, shall be charged as per a separate written agreement.

8. Storage charges/fees for cargo transferred to the ownership of a third-party client (SLAST computer order), shall be calculated in accordance with TABLE 2, the amount shall be computed from the day following the date of the transfer, irrespective of the date of entry of the cargo at the Port of Koper.

9. Storage charges for a consignment that is to be collected shall be subject to a special written agreement between Luka Koper and the customer.

3

PERISHABLE CARGOS HANDLING OPERATIONS TARIFF

No.	Commodity	Service - Euros / tonne			
		Ship's Hold-Ship's Tackle (L-D) or vice versa	Ship's Tackle-Warehouse (D-S) or vice versa	Ship's Tackle-Vehicle (S-V) or vice versa	Container-Warehouse (KT-S) or vice versa

1. Chilled				
Bananas	17,30	10,65	8,85	24,60
Citrus fruit	11,35	9,60	7,00	24,60
Other	21,45	11,00	10,85	24,60
2. Deep frozen				
	18,55	10,85	9,55	28,30

TARIFF PROVISIONS PER TABLE 3

1. The tariff rate shall be increased by 100% for cargo shipments under 3 tonnes.

2. Tariff rates shall be reduced by 20% for palletized, pre-slinged, jumbo-bagged or otherwise unitised cargo of over one tonne per unit item.

3. The following is not included in relation to the items listed under TABLE 3: - lashing or unlashing of cargo on board a vessel, vehicle, container or trailer, - lashing materials.

4. Any cargo which Luka Koper deems unsuitably packed or unsuitable for handling shall be charged for in accordance with a special written agreement.

5. Stuffing or stripping containers and trailers with perishable commodities under TABLE 3 shall be charged as follows:
   - for all consignments under 15 tonnes the price will be charged as per a prior written agreement,
   - the price includes container or MAFI trailer delivery to and from of the site of stuffing or stripping operations (transport to the place of stuffing or stripping, 1 x LO-LO handling operation and transport back to the Container Terminal; LO-LO handling operations performed at the Container Terminal are not included).

6. Quayside loading/unloading rates for Ship's Hold - Ship's Tackle manipulations shall include the use of a ship's crane. In the event the vessel is not equipped with its own crane(s), the use of a quayside crane shall be charged for in accordance with the provisions of this Tariff.

7. If, for reasons which are not attributable to Luka Koper, a client's cargo is deteriorating or decaying in the cold store and, due to the process of decay, this cargo represents a danger of infection to other cargos within the cold store, or are hindering the handling and storage of other cargos, Luka Koper will advise the client and request their removal or disposal. In the event that the client does not give any corresponding order for the removal and/or disposal of the cargo, Luka Koper is entitled to either destroy or remove this cargo at the client's expense.

8. As to the presence at inspection of cargo in containers (customs and other inspection services etc.) under TABLE 1, Luka Koper shall charge the following:
- cargo handling operation (presence during inspection) as required by the inspection authority, including the restitution to original state, on the basis of effective labour and technical resources as per the hourly rates prescribed under Luka Koper's current Tariff;
- all handling and transport operations involving stuffed/stripped (full/empty) containers and trailers required under the inspection regime are invoiced by Container terminal separately in accordance with the provisions of Chapter III of Luka Koper's Tariff (Containers, Trailer Cargo, Floating Craft and Vehicles), Item 8100 or by way of a special agreement between Luka Koper and the customer;
- in case of handling (stuffing/stripping due to inspection), tariff for operations of General Cargo terminal include transport to/from the place of stuffing/stripping (transport of container to/from the place of stuffing/stripping and 1x LO-LO handling operations on PC General cargo terminal are included, LO-LO handling operations at the Container terminal are not included in the stated price); - minimum invoicing charge is 120,00 EUR.

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STORAGE CHARGES FOR CARGO ITEMISED UNDER TABLE 3

No.	Type of Storage Facility	Days of free storage	Euros / tonne / day	
			Daily rate to 30 days	Daily rate from 31 days onwards
1.	Cold store			
		0	1,55	3,10
2.	Temperature-regulated warehouse			
		0	1,15	2,30

TARIFF PROVISIONS PER TABLE 4

1. The first and the final day of storage shall be included in the computation of storage charges.
2. Any period of cargo fumigation does not interrupt the calculation of time pertaining to storage charges.
3. Luka Koper shall only accept cargo into cold storage or a temperature-regulated warehouse on the basis of a prior written agreement with the customer.
4. Luka Koper shall only store cargo in a cold storage or a temperature-regulated warehouse upon the customer's technical instructions and may only be held responsible for any damage that might be incurred if it failed to follow the instructions provided.
5. The manipulation of cargo within a cold store facility or from one cell to another shall be charged for according to the corresponding tariff for Warehouse - Vehicle operations.
6. Cold store temperature may be affected to -18°C, whilst temperature and humidity regulated warehousing ranges from +0°C to +25°C.

7. In the event of small quantities, min. storage fee shall be invoiced 170,00 euros/day.

TABLE 5 LIVESTOCK HANDLING OPERATIONS TARIFF

No.	Commodity	Service - Euros / tonne Vehicle-Stable-Ship or vice versa
1.	Cattle	
		29,90
2.	Small livestock	
	indirect Vehicle–Stable–Ship transfer	44,20
3.	Hay bales	
	Bales over 300 kg	25,40
	Bales under and 300 kg inclusive	37,70

TARIFF PROVISIONS PER TABLE 5

1. The stated rates for Vehicle – Stable – Vessel transfer include detention of livestock in the port facilities for 24 hours (single night stabling).

2. After 24 hours, and for every following 24 hours or part thereof, stabling facilities are charged at the rate of:

- 2,00 euros per head for cattle, - 0,40 euros per head for small livestock.

3. Rates include the provision of water.

4. The consumption of fodder and straw during transfer and rest-time is calculated and charged on the basis of actual quantities consumed and purchase prices.

5. Other services shall be charged for in accordance with a separate written agreement between Luka Koper and the customer.

6. The transport of livestock, and the applicable terms and conditions imposed on shippers and transport providers (hauliers) are prescribed by law. Any transportation of livestock in the territory or the Republic of Slovenia is subject to control by the Slovenian Veterinary Inspection authority.

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TIMBER AND DERIVATIVES HANDLING OPERATIONS TARIFF

No.	Commodity	Service - Euros / m^3			
		Ship's Hold-Ship's Tackle (L-D) or vice versa	Ship's Tackle-Warehouse (D-S) or vice versa	Ship's Tackle-Vehicle (S-V) or vice versa	Container-Warehouse (KT-S) or vice versa
1. Softwood – sawn and bundled					
		4,80	2,10	2,60	5,90
2. Hardwood – sawn and bundled up to 2 m in lenght					
		9,40	3,30	5,50	14,00

3. Logs and poles/beams				
	8,40	3,30	5,10	
up to 20 logs in 40' Container			5,10	22,40
20 and more logs in 40' Container			5,10	27,40

TARIFF PROVISIONS PER TABLE 6

1. The following is not included in relation to the items listed under TABLE 6:
   - lashing or unlashing cargo on board a vessel, vehicle, container or trailer,
   - lashing materials.
   Lashing is performed by Luka Koper by way of a special agreement with, and under the supervision of, the customer.

2. In the event that cargo is loaded onto vehicles in such a way that discharging by fork-lift is not possible, the tariff rate for the Vehicle – Warehouse operation shall be charged in accordance with a separate agreement. The mentioned rate may encompass:
   - manual discharge,
   - reduced unloading capacity,
   - difficult receipt of goods, - delay of wagons.

3. Stuffing or stripping containers and trailers under TABLE 6 shall be charged as follows: the delivery and return of a container or MAFI trailer from/to the place of stuffing or stripping is included in the price (transport to the place of stuffing/stripping, 1x LO-LO handling operations at the General cargo terminal and the transport back to the Container terminal; LO-LO handling operations at the Container terminal are not included in the stated price).

4. In order that timber can be timely and properly prepared for handling operations, orders for handling operations must be submitted with precise particulars as to the required additional services well prior to the arrival of the vessel.

5 Rates for Ship's Hold – Ship's Tackle handling operations (or vice versa), include the use of a ship's crane. In the event that the vessel is not equipped with crane(s), the use of a port crane will be charged according to the provisions of this Tariff.

6. Handling and other operations, not listed in TABLE 6, shall be charged as per a separate written agreement.

7. Any customer ordering services (handling operations and/or additional services) shall be liable to appropriately and at their own expenses remove from the Port of Koper all waste materials related to cargos defined in TABLE 6; such includes timber residues (end cuts, off-cuts and sawdust), nylon, paper, ties etc., otherwise the cost of such disposal shall be charged in accordance with an agreement between Luka Koper and the customer.

8. As to the presence at inspection of cargo in containers (customs and other inspection services etc.) under TABLE 1, Luka Koper shall charge the following:
- cargo handling operation (presence during inspection) as required by the inspection authority, including the restitution to original state, on the basis of effective labour and technical resources as per the hourly rates prescribed under Luka Koper's current Tariff;
- all handling and transport operations involving stuffed/stripped (full/empty) containers and trailers required under the inspection regime are invoiced by Container treminal separately in accordance with the provisions of Chapter III of Luka Koper's Tariff (Containers, Trailer Cargo, Floating Craft and Vehicles), Item 8100 or by way of a special agreement between Luka Koper and the customer.
- in case of handling (stuffing/stripping due to inspection), tariff for operations of PC General Cargo terminal include transport to/from the place of stuffing/stripping (transport of container to/from the place of stuffing/stripping and 1x LO-LO handling operations at the General cargo terminal are included; LO-LO handling operations at the Container terminal are not included in the stated price); - minimum invoicing charge is 120,00 EUR.

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STORAGE CHARGES FOR CARGO ITEMISED IN TABLE 6

No.	Type of Storage Facility	Days of free storage	Euros / m³ / day	
			Daily rate from 15 to 30 days	Daily rate from 31 day onwards
1.	Roofed storage area			
		14	0,20	0,60
2.	Open storage area			
		14	0,17	0,51

TARIFF PROVISIONS PER TABLE 7

1. Cargo listed under TABLE 6 shall be stored in an open storage area or in a covered storage area according to Luka Koper's available facilities.

2. The final day of storage shall be calculated in the storage charges.

3. Luka Koper shall commence charging for timber in storage on a daily basis in accordance with TABLE 7 upon expiration of the two week period of free storage.

III. CONTAINERS, TRAILER CARGO, FLOATING CRAFT AND VEHICLES

TABLE 8 Containers and Floating Craft Handling Operations Tariff
TABLE 9 Passenger Cars, Other Vehicles and Trailer Cargo Handling Operations Tariff
TABLE 10 Storage Charges for Cargo itemised in TABLE 9

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CONTAINERS AND FLOATING CRAFT HANDLING OPERATIONS TARIFF

ITEM	SERVICE	UNIT OF CHARGE	RATE (Euros)
1000	**SERVICES RELATED TO VESSEL OPERATIONS**		
1100	**LOADING/DISCHARGING OF FULL AND EMPTY CONTAINERS**		
	Per standard containers only (OOG containers are subject to non-standard containers surcharge - item 4101).		
1101	Load or discharge full ctrs including receiving or delivery (two moves: vessel-terminal-vehicle or vice versa)	tariff/cont.	152,00
1102	Load or discharge empty ctrs on relation (vessel-terminal or vice versa)	tariff/cont.	100,00
1103	Load or discharge full ctrs (ROLL ON - ROLL OFF) (vessel - terminal or vice versa)	tariff/cont.	90,00
1104	Load or discharge empty ctrs (ROLL ON - ROLL OFF) (vessel - terminal or vice versa)	tariff/cont.	65,50
1200	**TRANSHIPMENT CONTAINERS**		
	Per standard containers only (OOG containers are subject to non-standard containers surcharge - item 4101).		
1201	Transhipment full ctrs discharge or load	tariff/single lift	85,00
1202	Transhipment empty ctrs discharge or load	tariff/single lift	85,00
1300	**SHIFTING/RESTOWAGE CONTAINERS**		
	Per standard containers only (OOG containers are subject to non-standard containers surcharge - item 4101).		
1301	Restow (same bay) full/empty ctrs	tariff/cont.	140,00
1302	Restow (bay-quay-bay) full/empty ctrs	tariff/cont.	170,00

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1400	**LASHING, OPENING/CLOSING HATCHES AND OTHER OPERATIONS ON VESSEL**		
1401	Lashing/unlashing on vessel (equipment provided by the line)	tariff/unit	10,00
1402	Loading/discharging hatch-covers (pontoons)	tariff/single lift	65,00
1403	Loading/discharging hatch-covers (pontoons) by chains	tariff/single lift	130,00
1404	Loading/discharging twist lock box	tariff/box	95,00
1405	Setting/removing twist locks	tariff/cont.	8,00
1500	**IDLE TIME FOR LABOUR ON "STAND BY"(normal working hours only)**		
	The idle time rate will apply in case vessel's arrival/readiness for discharging and/or loading operation		
1501	Idle time for labour on "stand-by" (normal working hours, overtime surcharges apply)	tarif/hour/gang	550,00
1502	Free time allowed for terminal gang's idleness (total per call – applicable to gangs awaiting vessel berthing/readiness for starting discharging and /or loading operations only)	1 hour (per each ship gang)	

1600	**ISPS CHARGE**		
1601	In order to provide safety in accordance with ISPS	tariff/cont.	10,00
2000	**RECEIVING/DELIVERY OF CONTAINERS AT THE TERMINAL (NOT VESSEL CYCLE)**		
	(Not applicable to cont. in transhipment or when included in the rate of other services)		
	Per standard container only (OOG containers are subject to non-standard containers surcharge - item 4101).		
2101	Receiving or delivery full ctrs (terminal-vehicle or vice versa: single lift)	tariff/cont.	52,00
2102	Receiving or delivery empty ctrs (terminal-vehicle or vice versa: single lift)	tariff/cont.	37,00
	SERVICE	**UNIT OF CHARGE**	**RATE (%)**

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ITEM			
3000	**DG (DANGEROUS GOODS) SURCHARGES (add to basic rate)**		
	DG CLASS 1 - handling according to special agreement only		
	DG CLASS 7 - handling according to special agreement only		
3101	DG CLASS 2.1	container	50
3102	DG CLASS 2.2	container	25
3103	DG CLASS 2.3	container	150
3104	DG CLASS 3	container	50
3105	DG CLASS 4.1	container	25
3106	DG CLASS 4.2	container	50
3107	DG CLASS 4.3	container	50
3108	DG CLASS 5.1	container	50
3109	DG CLASS 5.2	container	150
3110	DG CLASS 6.1	container	150
3111	DG CLASS 6.2	container	75
3112	DG CLASS 8	container	75

3113	DG CLASS 9	container	50
4000	**NON-STANDARD CONTAINERS SURCHARGE (Containers that cannot be handled by normal spreader - (add to basic rate) AND SPECIAL CARGO SURCHARGE**	**UNIT OF CHARGE**	**RATE (%)**
4101	Handling of OOG ctrs (according to Provisions per Table 8, Item 7)	container	200
4102	Handling of ctrs under difficult conditions	container	100
4103	Handling of special cargo (floating crafts, heavy lifts, ...) - handling according to special agreement only		
4104	OOG ctrs – measurement (in case that the OOG container comes with incorrect or wrongly announced technical data)	container	50,00
4105	Special cargo – measurement (in the case that the special cargo comes with incorrect or wrongly announced technical data)	unit	200,00

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5000	**OVER TIME SURCHARGE (add to basic rate)**		
5101	from Saturday 14.00 until Monday 06.00	unit	50
5102	3rd shift before National Holiday	unit	100
5103	1st, 2nd and 3rd sift on National Holiday	unit	150
ITEM	**SERVICE**	**UNIT OF CHARGE**	**RATE (Euros)**
6000	**STORAGE**		
6100	**STORAGE OF FULL CONTAINERS**		
6101	Storage full export and transhipment (first 5 days)	free	
6102	Storage full export and transhipment (6 to 10 days)	tariff/TEU/day	10,00
6103	Storage full export and transhipment (11 to 20 days)	tariff/TEU/day	30,00
6104	Storage full export and transhipment (21 to 30 days)	tariff/TEU/day	50,00
6105	Thereafter, as of 31 days	tariff/TEU/day	60,00
6106	Storage full import (first 3 days)	free	
6107	Storage full import (4 to 10 days)	tariff/TEU/day	10,00
6108	Storage full import (11 to 20 days)	tariff/TEU/day	30,00
6109	Storage full import (21 to 30 days)	tariff/TEU/day	50,00
6110	Thereafter, as of 31 days	tariff/TEU/day	60,00
6200	**STORAGE OF EMPTY CONTAINERS**		
6201	Storage empty export and transhipment (maritime transhipment and land handling) (first 7 days)	free	
6202	Storage empty export and transhipment (maritime transhipment and land handling) (from 8 to 13 day of storage)	tariff/TEU/day	4,00

6203	After 14 days of storage, Luka Koper reserve the right of transportation of containers on a depo on customers account		
6204	Storage empty import (first 3 days) (according to Provisions per Table 8, Item 14)	free	
6205	Storage empty import (thereafter, as of 4th day) (according to Provisions per Table 8, Item 14)	TEU/day	25,00
6300	**STORAGE OF REEFER CONTAINERS (NO FREE STORAGE APPLICABLE) in import, export and transhipment**		
6301	Storage full (first 5 days)	tariff/TEU/day	10,00
6302	Storage full (6 to 10 days)	tariff/TEU/day	30,00
6303	Storage full (11 to 20 days)	tariff/TEU/day	50,00
6304	Storage full (21 to 30 days)	tariff/TEU/day	80,00
6305	Thereafter, as of 31 days	tariff/TEU/day	100,00

6400	**STORAGE OF DB CONTAINERS AND REEFER CONTAINERS WITH DANGEROUS GOODS (DG) CARGO (NO FREE STORAGE APPLICABLE) in import, export and transhipment**		
6401	Storage for DG CLASSES 1 and 7 is not allowed		
6402	Storage surcharges for DG CLASSES containers according to the valid surcharges for handling of DG containers (see Item 3000)		
6403	Storage (first 5 days)	tariff/TEU/day	10,00
6404	Storage (6 to 10 days)	tariff/TEU/day	30,00
6405	Storage (11 to 20 days)	tariff/TEU/day	50,00
6406	Storage (21 to 30 days)	tariff/TEU/day	80,00
6407	Thereafter, as of 31 days	tariff/TEU/day	100,00
6500	**STORAGE OF SPECIAL EQUIPMENT (NO FREE STORAGE APPLICABLE) and SPECIAL CARGO in import, export and transhipment**		

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6501	Special equipment Storage (flat rack, open top, tank cont., platform, etc.) full cont. (as of 1st day)		
6502	Storage (first 12 days)	TEU/day	15,00
6503	Storage (13 to 20 days)	TEU/day	30,00
6504	Storage (21 to 30 days)	TEU/day	50,00
6505	Thereafter, as of 31 days	TEU/day	100,00
6506	Special cargo Storage (floating crafts, heavy lifts, ...) - storage according to special agreement only		
6600	**STORAGE OF SPECIAL EQUIPMENT WITH DANGEROUS GOODS (DG) CARGO (NO FREE STORAGE APPLICABLE) in import, export and transhipment**		
6601	Special equipment Storage (flat rack, open top, tank cont., platform, ...) - full containers (as of 1st day) – surcharge on basic rate	surcharge	100 %
6602	Storage for DG CLASSES 1 and 7 is not allowed		
6603	Storage surcharges for DG CLASSES containers according to the valid surcharges for handling of DG containers (see item 3000) - surcharges on basic rate		
6604	Storage (first 12 days)	TEU/day	7,50
6605	Storage (13 to 20 days)	TEU/day	15,00
6606	Storage (21 to 30 days)	TEU/day	25,00
6607	Thereafter, as of 31 days	TEU/day	50,00
6700	**STORAGE OF EMPTY CONTAINERS WITH REMAINS OF DANGEROUS GOODS (DG) CARGO (NO FREE STORAGE APPLICABLE) in import, export and transhipment**		
6701	Storage surcharges for DG CLASSES containers according to the valid surcharges for handling of DG containers (see item 3000) - surcharges on basic rate	surcharge	
6702	from the first day	TEU/day	5,00
7000	**REEFER CONTAINERS**		
	Reefer container will be connected to the power supply system within 12 hours after receiving		

7101	Reefer connection and monitoring (storage not included) (as of 1st day)	tariff/cont./day	45,00
7102	Reefer repairs coordination	tariff/operation	50,00
7103	Data download from unit	tariff/operation	45,00
7104	Reefer Pre-trip inspection (without transportation and washing of cont.)	per cont.	50,00
7105	Attaching/detaching gen-set	per operation	50,00
7106	Refuelling	per litre	market price + 10 %
7107	Temperature setting (without necessary handlings and transportation)	per cont.	30,00
7108	Pre-cooling (handling included)	per cont.	60,00
8000	**ADITIONAL SERVICES + MISCELLANEOUS**		
8100	**RELEASING OF CONTAINERS**		
	Releasing of ctrs for inspections and fumigation		
8101	Releasing ctrs for inspections (except veterinary and X-Ray) and services of deratisation, disinfection and disinfestation	tariff/operation	100,00
8102	Releasing ctrs for veterinary inspections and for bridge weighing of containers	tariff/operation	80,00
8103	Releasing ctrs for X-Ray inspection	tariff/operation	70,00
8104	Container transportation between TERMINAL and CFS (without lifts on TERMINAL)	tariff/cont. (one way)	30,00
8105	Transportation of OOG container (according to Provisions per Table 8, Item 7) between TERMINAL and CFS (without lifts on TERMINAL)	tariff/cont. (one way)	90,00
8106	Releasing ctrs with DG cargo (except Classes 1 and 7) Surcharge according to Item 3000, on basic rates Items 8101, 8102, 8103, 8104 and 8105. Announcement and necessary documentation according to Provisions per Table 18.		
8200	**WEIGHING OF CONTAINERS**		
8201	Weighing of container on arrival (Price is valid for container in arrival with wagon and truck.)	tariff/cont.	40,00

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8202	Weighing of OOG container (according to Provisions per Table 8, Item 7) on arrival (Price is valid for container in arrival with wagon and truck)	tariff/cont.	116,00
8203	Weighing of container already stored on terminal (Price is valid for container in import, export and transhipment)	tariff/cont.	82,00
8204	Weighing of OOG container (according to Provisions per Table 8, Item 7) already stored on terminal (Price is valid for container in import, export and transhipment)	tariff/cont.	246,00
8205	Weighing of containers with DG cargo (except Classes 1 and 7) Surcharge according to Item 3000, on basic rates Items 8201, 8202, 8203 and 8204. Announcement and necessary documentation according to Provisions per Table 18.		
8206	Issuing of VGM certificate (additional order)	tariff/cont.	10,00
8400	**REMOVING LABELS AND SEALS**		
8401	Removing labels and seals at receiving or delivery	tariff/label/seal	10,00
8402	Transport to and from position for removing labels/seals	tariff/operation	50,00

8500	**MISCELLANEOUS**		
8501	Yard Extra Move full	tariff/cont.	30,00
8502	Yard Extra Move empty	tariff/cont.	20,00
8503	Late submission of discharge orders full ctrs (not valid for containers with IMO cargo)	tariff/cont.	200,00
8504	Late submission of discharge orders empty ctrs	tariff/cont.	50,00
8505	Incomplete or incorrect data on the Loading/Discharge Order	tariff/cont.	200,00
8505a	Incomplete or incorrect data on the Loading/Discharge Order (port via)	tariff/cont.	50,00
8506	Incomplete data on DVH or incorrect data on the Discharge Order (vessel discharge) (means of transport for exit – truck, wagon, delivery to CFS)	tariff/cont.	50,00
8507	Incorrect data on DVH for containers with IMO cargo	tariff/cont.	200,00
8508	Preparing a report (EIR) for dangerous goods	tariff/report	50,00

8509	Shifting of container with DG cargo to a special position and returning on terminal	tariff/cont.	200,00
8510	Working out and changing of "cargo plan" (vessel)	operation	300,00
8511	Adding/deleting containers to/from the ship loading plan after the completion of the ship loading plan - before the start of operations	tariff/cont.	70,00
8512	Adding/deleting containers to/from the ship loading plan after the completion of the ship loading plan - after the start of operations	tariff/cont.	90,00
8513	Late delivery or changing of rail loading plan (RAZVAG)	operation	100,00
8514	Shifting of standard ctrs on the same wagon	tariff/cont.	30,00
8515	Shifting of standard ctrs wagon – wagon, truck - truck	tariff/cont.	50,00
8516	Idle time on train/wagon operations	tariff/hour/gang	250,00
8517	Escorts during visual inspection of containers with dangerous cargo	tariff/operation	20,00
8518	Photography of cont. during loading on vessel (6 photos)	tariff/cont.	40,00
8519	Securing/unsecuring of ctrs on railcars during receiving/delivery by means of ISO cones, releasing of forked branch	container	5,00
8520	Deleting of the EDI movements of containers from Port system and TOS	tariff/cont.	13,80
8521	Surcharge for unloading / loading of containers from / to freight truck outside working hours of the Container Terminal Gate and DEPO Gate	tariff/cont.	20,00
8522	Administrative services	tariff/cont.	50,00
8523	Transfer of ownership of container	container	13,80
8524	Intervention on vessel outside of standard vessel's operations - on the basis of a special order (resetting the temperature of refrigerated containers, checking the containers on vessel, ..)	container	50,00
8600	**Container spillage charges**		
8601	Organization of necessary activities for the rehabilitation of spillage	tariff/cont.	50,00

8602	Transport of ctrs to spill collector. Occupancy of the spill collector after 2 days will be charged as per Item of Table 27 - Port security and safety services	tariff/cont.	50,00

8603	Delivery of ctrs for washing, cleaning of safety catch and return of container to terminal	tariff/operation	300,00
	Using of collectors will be charged as per Item of Table 27 - Port security services and equipment tariff		
	The removal of any pillage shall be charged on the basis of a special agreement between Luka Koper and the customer.		
	In the case of the need of the fire guards, fire guard services will be charged as per item listed in Table 27 - Port security services and equipment tariff		
9000	**DEPO SERVICES**		
9100	**CHARGES FOR LOADING/DISCHARGING OF EMPTY CONTAINERS**		
9101	Depo receiving/delivery of ctrs (gate in / gate out)	tariff/lift	37,00
9102	Depo moves (INTERNAL) - as per special order	tariff/lift	20,00
9103	Container transportation between DEPO and Container terminal (without lifts on DEPO an terminal)	tariff/cont.(one way)	15,00
9104	Container transportation between DEPO and CFS (without lifts on DEPO)	tariff/cont. (one way)	30,00
9105	Container delivery to and from additional services area (repair shop, washing, PTI), lifts included	tariff/cont.	30,00
9106	Separation / sorting: the container shall be stored in a separate position, outside the standard methods of stacking (possible only by prior agreement)	tariff/cont.	50,00
9200	**STORAGE EMPTY CONTAINERS**		
9201	Storage empty containers – from the first day	per TEU/day	2,00
9300	**CONTAINER CLEANING**		
9301	**Sweeping of containers**		
9302	Sweeping 20' ctrs	per cont.	14,00
9303	Sweeping 40' ctrs	per cont.	19,00

9304	**Washing of containers**		
9305	Steam washing 20' ctrs	per cont.	35,00
9306	Steam washing 40' ctrs	per cont.	45,00
9307	Chemical washing 20'ctrs	per cont.	55,00
9308	Chemical washing 40' ctrs	per cont.	75,00
9309	Cleaning of containers with a large amount of waste – not dangerous goods (waste removal until 0,5 m3 included)	per cont.	35,00
9310	Waste removal (not dangerous goods)	per m3	INPO Tariff + 5%
9400	**REPAIR OF CONTAINERS (material not included)**		
9401	Repair of integral refrigeration unit	man/hour	25,00
9402	Repair of container body (dry ctrs only)	man/hour	23,00
9500	**MISCELLANEOUS**		
9501	Photography of empty cont. on DEPO	tariff/cont.	10,00
9502	Removal of jammed twist locks (without transportation to repair shop)	tariff/twist lock	45,00
9503	Preparing an estimate for the repair of container (pictures not included) - invoicing only in case that the container has not been repaired	estimate	10,00
9504	Mounting/disassembling of bundles of flat rack containers	container	35,00

20 TARIFF PROVISIONS PER TABLE 8

1. The customer is obliged to order operations and services, involving labour or technical resources, from Luka Koper using the CED – Computer Exchange Data system till 10.30 a.m. for the next day and for operations on Sundays and public holidays till 10.30 a.m. on the last ordinary working day prior to their projected execution. The customer may countermand an operational order for work, labour or machinery by 06.00 p.m. at the latest on the day before the day for which the services were ordered, and till 12.00 (midday) of the last preceding ordinary working day (Sunday or the day before holiday) in relation to services ordered for Sundays or public

holidays for I., II. and III. shift. For services ordered for Monday (I., II. and III. shift) the customer may countermand the work order till 10.00 a.m. at the latest on Sunday.

The condition for the implementation of services as per Items 8104 and 8105 of the Tariff is the confirmed work order and confirmed order (disposition) for the implementation of stuffing and unstuffing of containers by the organisational unit, which shall perform stuffing and unstuffing of containers.

2. The first and the final day of storage shall be included in the storage charge.

3. Upon the storage of full containers, the customer's order must include following data: the carrier, the routing POD, SPOD and the weight of cargo. Upon the storage of empty containers, the order must include the carrier. Luka Koper shall charge additional fee for insufficient instructions. In the event of use of reefer containers, IMO containers, IMDG containers (i.e. full containers with dangerous goods or contaminated empty containers) and/or OOG containers, the customer is obliged to communicate the exact temperature and/or IMO-, IMDG- and OOG data via CED (Computer Exchange Data) in a timely manner prior to all handling operations, namely: a. The carrier or shipping agent is responsible for reporting the correct temperature and IMO data or IMDG data to the Container terminal of the Port of Koper d.d. on the import and export of containers by sea and on each entry of containers by road/rail with CED;

   b. The carrier or shipping agent is responsible for reporting correct OOG data by means of CED;

   c. In cases where containers are to be stuffed within the terminals of Luka Koper, d.d., the freight forwarder is responsible for reporting the temperature and/or IMO- or IMDG data to Luka Koper, d.d. by using the DDD STUFF disposition in which he is obliged to state the vessel's TIC (i.e. the vessel's reference number assigned by Luka Koper on vessel's confirmation), the vessel, the temperature (if required) and IMO- or IMDG data.

4. For all other services and conditions not defined in TABLE 8, other provisions of this Tariff and General Business Conditions shall apply.

5. In order to provide safety in accordance with ISPS standard, an additional 10,00 euros will be charged for each full container loaded or unloaded on or off a vessel. In case of transhipment PORT shall charge a lump sum in the amount of 10,00 euros for each full container. Said amount also includes the eventual delivery or return of full containers from the container storage area to the location at the Container terminal where the Customs Authority RS performs container scanning.

6. The custumer is obliged to announce the arrival of a specific cargo (OOG containers and BBK...) 48 hours before the arrival of the cargo, otherwise the customer is responsible for all expenses that can rise in this title (reject cargo, idle time of the terminal gangs, idle time of the ship,). Luka Koper reserves the right to reject such cargo.

7. Handling and transport of OOG containers is possible under the below mentioned conditions:

- gross (bruto) weight up to 35 000 kgs,
- OH (over height) up to 100 cm, - OW (over width) up to 50 cm on each side, - end walls up with corners vertically free.

For OOG containers within mentioned range, regular surcharge on a basic rate shall apply (200%).

For OOG containers which exceed the mentioned range is necessary to obtain the prior written approval of the Container Terminal regarding the possibility of handling or transporting of such containers within port limits (transport from the place of stuffing and Container Terminal) and offer (with price and conditions) for handling. In case data (technical data of the cargo, instructions for handling, ...) that the customer transmits to the terminal to obtain consent and supply for handling, are inaccurate or defective, the customer is responsible for all costs arising from this title (refusal of cargo, idle time of the terminal gangs, idle time of the ship, ...) or Luka Koper reserves the right to refuse the cargo.

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8. Additional charge for unloading / loading of containers from / to freight trucks outside working hours of Container Terminal gate and DEPO-gate will be charged to the custumer placing an order for the service. Additional charge will apply for services performed from Monday to Friday between 23:00 and 06:00, on Saturdays from 15:00 until Monday 6:00 and between holidays.

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9. When ordering services involving dangerous (DG) cargo electronically, the customer shall also enter the following information about dangerous substances: hazard class, substance UN number and packing group. If a container with dangerous goods is not to be stuffed or stripped at Luka Koper, d.d., there is no need to provide a safety data sheet on dangerous goods.

In addition to that stated above, any customer ordering services involving dangerous cargo of Classes 1 or 7 shall submit to the shift manager at the Container

Terminal and to the Port Security Department of Luka Koper, d.d. the following documentation at least 7 days before handling operations are to be performed:

- Permit for transport and handling of dangerous substance issued by the competent Ministry. Prior to cargo arrival, all conditions specified in the permit must be met.
- Safety data sheet for dangerous goods. - - Guidelines for dealing with emergency situations (unless specified in the safety data sheet).
- IMO certifikate of the manufacturer (compliant with IMDG classification) containing a statement of the consignor on compliance with all safety requirements for the transport and handling of dangerous goods.

– Specification of container cargo (parcels, quantities, etc.) issued by the manufacturer.

Dangerous substances of Classes 1 and 7 shall be accepted for transhipment only if: - a

transhipment offer has been obtained in advance and a transhipment agreement has been concluded,
- all necessary information and documentation have been delivered on time.

Late announcement of DG cargo:

- arrival of a container by truck or wagon - the container can not be unloaded to the terminal.
- arrival of a container by vessel - discharging of container is possible only to a specific position.

In case discrepance and irregularities are not settled within 24 hours from arrival of the container, we reserve the right to act on behalf and for the account of the issuer of DVH to eliminate discrepancies and irregularities.

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10. Item 8507 - Incorrect data on loading/unloading order (DG CODE) applies in case of improper notice of DG cargo on disposition (DVH). Luka Koper reserves the right to recover all the costs that would be incurred due to incorrect announcements of cargo.

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11. In accordance with valid law the customer must provide the information about the VGM on disposition (DVH) of the full container at the entrance to the Port of Koper or order the weighing of the full container. Weighing of OOG containers (OOG containers that exceed limits according to Provisions per Table 8, Item 7), containers with DG Class 1 and break bulk cargo, is possible only according to prior written agreement. Weighing of containers with DG Class 7 is not possible.

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12. Storage of full containers - after 31st day of storage, the terminal reserves the right to remove the container from the terminal to area reservated to long standing container on account of the container owner. Storage of full containers that are on terminal more than 30 days, is charged monthly (once per month).

Storage of empty containers at the terminal - after the 14th day of storage, the terminal reserves the right to remove the container from terminal to the depot on account of the container owner.

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13. Administrative services are those that require additional administration related to the container loading documentation (example: entering of temperature when it is not stated on the DVH or communicated otherwise by e-mail, changing of port names on the loading list / disposition and other).

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14. Terminal does not offer the service of checking of the empty containers and rejects any responsibility related with the status of container in/out condition of the container. Containers which are planned to be taken over on the terminal have to be announced before the vessel arrive. All the costs related with the late announcement of the empty containers, planed for take over on the terminal, will be automatically charged to the owner of the container (shipping line).

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15. Full containers entering into the area of the Port of Koper, must be properly sealed with the "HIGH SECURITY SEAL" in accordance with ISO/PAS norms, valid port regulations and port security measures. In the case of a full "open top" container, in addition to the door, the tarpaulin must be also sealed. Any deviation from the above will be considered as an extraordinary event. This means that the port security office and other competent authority's (customs, police,) will be informed about the event according to the Port of Koper regulations. Any further actions related to such container, will be carried in accordance with procedures and instructions of received from mentioned authorities. Al eventual additional cost related to such extraordinary event, will be charged to the client who ordered handling of non-properly sealed container.

TABLE 9 PASSENGER CARS, OTHER VEHICLES AND TRAILER CARGO HANDLING OPERATIONS TARIFF

No.	Commodity and service	Euros / unit	
1. Passenger vehicle transfer			
	Ship – Ramp or vice versa	23,00	
	Ramp – Terminal or vice versa	21,00	
	Terminal –Truck or vice versa	36,00	
	Terminal – Wagon or vice versa	46,00	
	Ramp – Terminal – Truck or vice versa	57,00	
	Ramp – Terminal – Wagon or vice versa	67,00	
2. Other vehicle transfer (ROLL ON – ROLL OFF)		**Ship-Terminal or vice versa**	**Terminal-Truck or vice versa**
	Vans and tractors up to 5 tonnes	85,00	70,00
	Commercial vehicles and buses up to 10 tonnes	110,00	95,00
	Machinery and other special vehicles up to 10 tonnes	170,00	145,00
	Vehicles over 10 tonnes and military vehicles	Charged on the basis of a special written agreement.	

Trailer cargo handling	Charged on the basis of a special written agreement.

TARIFF PROVISIONS PER TABLE 9

1. Lashing or unlashing of vehicles on board a vessel or on transporters:
   - passenger vehicles 8,00 euros per unit
   - Commercial vehicles, buses and other machinery 50,00 euros per unit

   Lashing materials are not included in the above prices.

2. Stuffing and stripping of containers and trailers containing passenger vehicles shall be charged 200,00 euros per car. This price includes the delivery and return of containers or trailers to the stuffing/stripping site. Material and lashing of passenger vehicles in a container amounts to 170,00 euros per vehicle.

3. Tariff rates for vehicles listed under Item 2 of TABLE 9 are applicable for handling operations using empty self-powered vehicles.

4. Terminal - Truck or vice versa covers the service from the terminal to the handover point or vice versa, therefore not loading/unloading to/from the truck itself. Port of Koper may, on the basis of a written agreement, offer the assistance of a mechanic for unloading/loading, which shall be charged at 30,00 EUR/vehicle.

5. Driving tracked vehicles at the Container Terminal is only permitted if provision is made to protect the surface from possible damage.

6. In the event of a flat battery, starting with a booster shall be charged:
   - passenger vehicles 10,00 euros per unit,
   - Commercial vehicles, buses and other machinery 50,00 euros per unit .

7. Refuelling shall be charged:

-passenger vehicles 10,00 euros per unit
-Commercial vehicles, buses and other machinery 100,00 euros per unit Plus, the cost of the quantity of fuel provided in accordance with the actual fuel price.

8. Vehicle towing in the event that a vehicle fails to start shall be charged:
-passenger vehicles 70,00 euros per unit,
-Commercial vehicles, buses and other machinery 200,00 euros per unit.

9. Delivery of vehicles at PDI center / charging station amounts to 12,00 euros/vehicle.

10. Charging of electric vehicles:
- charging up to 1 hour: 17,00 euros
- charging up to 2 hours: 22,00 euros
- charging up to 4 hours: 34,00 euros
- charging up to 6 hours: 47,00 euros
- charging up to 8 hours: 57,00 euros

In addition to the charging service for electric vehicles, the delivery to the charging station, which is defined in the previous point, is also charged.

Luka Koper offers plugins type 1,2 and GB/T. For other plugins type, a separate agreement has to be agreed.

11. Inventories of vehicles stored at the Terminal shall be charged at 1,00 euro per vehicle.

12. Revocation of loading the vehicles on the vessel/truck/wagon (cancellation), for which a vehicle order has been previously issued amounts to a lump-sum fee of 15,00 EUR/vehicle.

13. Data for the preparation of vehicles for loading on the vessel/truck/wagon must be submitted at least 24 hours before their projected execution or no later than 10:30 a.m. CET/CEST of the current business day for the next day. For the order of operations on Sundays and public holidays data should be submitted by 10:30 a.m. CET/CEST on the last ordinary working day prior to their projected execution.

in the terms and modes pursuant to these General Terms, Luka Koper shall not bear any obligations in this respect towards the customer. Delayed data or adding vehicles for loading on the vessel/truck/wagon shall be charged at 15,00 EUR/vehicle. In the event that orders for operations are not submitted

14. Labour idle time amounts to 30,00 euros per hour per worker. Tariff shall be charged for not less than one hour.

15. The service of the accompanying responsible person during visit or assistance in performing various additional works in the warehouse, amounts to 30.00 EUR/h/worker.
Tariff rates apply per indivisible hour and shall be charged for not less than one hour.

16. Lift / drop of a wagon platform = 40,00 EUR/platform.

17. Use of loading / unloading ramp = 50,00 EUR/ vehicle.

18. Service of vehicle photography = 2,00 EUR/photo.

19. Tire change or tire inflating = 50,00 EUR/tire.

20. Measuring of length/width/height = 10,00 EUR/unit.

2[1]. Other services shall be charged for as per a separate written agreement between Luka Koper and the customer.

[1] . The first and final day of the storage shall be included in the storage charge.

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TABLE 10 STORAGE CHARGES FOR CARGO ITEMISED IN TABLE 9

No.	Commodity	EUR / unit / day			
		Days of free storage	form 1st till 30th day of storage	From 31st till 60th day of storage	From 61st day on
1.	Passenger vehicles				
	a) Open storage area	0	1,20	1,80	2,50
	b) Garage car park	0	2,50	3,00	4,00
2.	Other vehicles				
	Vans and tractors up to 5 tonnes	0	3,50	4,00	5,00
	Commercial vehicles, trailers and buses up to 10 tonnes	0	6,00	6,50	7,50
	Machinery and other special vehicles up to 10 tonnes	0	6,00	6,50	7,50
	Vehicles over 10 tonnes and military vehicles	Charged on the basis of a special written agreement.			

TARIFF PROVISIONS PER TABLE 10

IV. BULK AND LIQUID CARGOS

TABLE 11 Bulk Cargo Handling Operations Tariff

TABLE 12 Storage Charges for Cargo itemised in TABLE 11

TABLE 13 Coal and Ore Handling Operations Tariff

TABLE 14 Storage Charges for Cargo itemised in TABLE 13

TABLE 15 Liquid Cargo Handling Operations Tariff

TABLE 16 Storage Charges for Cargo itemised in TABLE 15

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11 BULK CARGO HANDLING OPERATIONS TARIFF

No.	Commodity	Service - Euros / tonne		
1. Cereals		**Ship-Warehouse (L-S) or vice versa**	**Warehouse-Vehicle (S-V) or vice versa**	**Transfer within storage (bucket elevator)**
	Cereal grain and oil seeds	4,50	3,50	2,50
2. Fodder		**Ship-Vehicle (L-V)**	**Ship-Warehouse (L-S)**	**Warehouse-Vehicle (S-V)**
	Pulp, pomace and grape-skins (including beet-pulp, soya and sunflower pulp, etc.)	6,50	6,00	3,50
3. Minerals		**Ship-Vehicle (L-V)**	**Ship-Warehouse (L-S)**	**Warehouse-Vehicle (S-V)**
	Phosphates, salt, perlite, raw magnesite, ilmenite, fertilizers, coke, coal, raw bauxite, raw ores, slag	6,00	5,50	3,00
	Sinter magnesite, calcinated bauxite, metal concentrates, ferro alloys	7,50	6,50	4,00
	Soda, borax, sugar, talcum and other pulverized or pollution-sensitive cargo	8,50	7,00	4,50
	Scrap iron, hard bitumen, pig iron	9,00	11,00	5,00
	Sulphur	9,50		
4. Additional bulk cargo services				**Euros / tonne**
	Sieving			7,00
	Bagging			
	jumbo bags			25,00
	Transfer of cargo between warehouses			3,00
	Moving cargo within storage facility			2,00
	Bucket elevator			3,00
	Container stripping			14,50

Box container stuffing	14,50

21 TARIFF PROVISIONS PER TABLE 11

1. Dry bulk cargos handling operations are performed using grabs and special loading/discharging devices.

2. Unloading/loading of cargo itemised in TABLE 11 employing non-specified operations or the handling of other dry bulk cargo not itemised in TABLE 11 shall be charged in accordance with a separate written agreement between Luka Koper and the customer.

3. Rates for handling Cereals in Item 1 of TABLE 11 apply only for silo handling.

4. The unloading/loading of bulk cargo from/into the holds of vessels with a tween deck, as well as other ships less suitable for work with grabs, shall be charged in accordance with a special written agreement between Luka Koper and the customer.

5. For cereals and grains weighing less than 500 kg per cubic metre, the TABLE 11 tariff rates shall be increased by 20%.

6. The bagging of cereals, oilseeds, minerals and other additional services shall only be performed on the basis of a special written agreement between Luka Koper and the customer.

7. In the event of weevil infestation of cargo described under Items 1 or 2 of TABLE 11, fumigation must be performed prior to the intake of the goods into the warehouse facility. Fumigation shall be performed on the basis of a special written agreement between Luka Koper and the customer.

8. Winter protection of raw ores using paper, lime, salt or other such protection shall be charged as per the time and materials used, or in accordance with of a special written agreement between Luka Koper and the customer.

9. Working/operational time which is lost due to shipboard problems shall be charged for as per the time used, or as per a special written agreement between Luka Koper and the customer.

10. Unloading non-self-unloading wagons, and loading G and GA wagons, shall be charged in accordance with a special written agreement between Luka Koper and the customer.

11. The basic rate shall be increased by 10% for loading cargo in tank trucks or wagons.

12. Tariff rates for handling abrasive, corrosive, hygroscopic substances such as potassium chloride, ammonium sulphate, urea etc. shall be charged upon a special written agreement.

13. Commercial weighing of cargo using scales at the Terminal shall be charged upon a special written agreement.

14. TABLE 11 tariffs apply to orders over 1.000 tonnes per annum.

15. Luka Koper is only responsible for the quantity of goods when entry and exit weighing has been expressly ordered using scales certified by the competent authority. In such an instance, 0,5% ullage is permitted for closed warehouses, and 1,0% for covered and open storage facilities. Luka Koper shall not be held responsible for quantities in the event that amounts are not ascertained through weighing prior to and after warehousing. Weighing shall be charged in accordance with this Tariff.

16. The quality of goods is not ascertained, and Luka Koper shall not be held responsible for such, unless this issue is regulated on the basis of a special written agreement between Luka Koper and the customer.

17. All rates quoted in TABLE 11 do not include destruction of goods or removal of waste.

18. Additional operations involving dry bulk cargo as described under Item 4 of TABLE 11 are subject to separate provisions, as follows:

- the rate for bulk cargo bagging in large sacks is exclusive of the bagging materials used, such as polythene, seals, foil, etc,
- the rate for the provision of nylon covering for warehoused cargos shall be subject to a separate written agreement,
- the rate for covering wagon cargo with a tarpaulin shall be subject to separate written agreement between Luka Koper and the customer.

Any eventual additional services in relation to cargos which is not listed in this tariff shall be charged in accordance with a separate written agreement between Luka Koper and the customer.

19. Additional services on IMO cargo can not be perform.

12 STORAGE CHARGES FOR CARGO ITEMISED IN TABLE 11

No.	Type of storage facility	Days of free storage	Euros / tonne / day	
			Daily rate from 15 to 30 days	Daily rate for more than 31 days
1.	Enclosed storage – Silos			
		14	0,28	1,00
2.	Enclosed storage – Warehousing			
		14	0,23	1,00
3.	Covered storage			
		14	0,18	0,50
4.	Open storage			
		14	0,12	0,50

22 TARIFF PROVISIONS PER TABLE 12

1. The first and final day of storage shall be considered a full day in the calculation of the total storage charge.

2. Open and covered storage areas do not provide protection against environmental factors such as rain, sun, wind and the effects of dusting, for which Luka Koper shall not bear any responsibility.

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13 COAL AND ORE HANDLING OPERATIONS TARIFF

No.	Commodity	Service - Euros / tonne		
		Vessel - Storage (L-S)	Storage - Vehicle (S-V)	Storage - Vessel (S-L)
1.	Coal			
	Coal	5,00	5,00	5,00
2.	Iron ore			
	Iron ore	3,50	3,50	5,00
	HBI	6,00	4,00	6,00

TARIFF PROVISIONS PER TABLE 13

1. Handling cargo described under TABLE 13, with regard to transports and facilities which are not mentioned above, as well as other bulk cargoes not identified above shall be charged according to a special agreement between Luka Koper and the customer. The terms shall apply to cargo in normal humidity and of a granulate up to 150 mm.

2. Coal and ore handling operations shall only be executed with regard to vessels which may be loaded or discharged using grabs.

3. Bulk cargo handling operations shall be performed using grabs and special loading/discharging devices.

4. The price for bringing anti-freezing agent on iron ore or coal is 10,00 euros/wagon. The price of anti-freezing liquid-mixture prepared upon original recipe is 2,50 euros/kg and shall be charged considering concentration and according to effective consumption.

5. Tariff rates shall be increased by 25% for cargoes where additional showering (dowsing) is necessary in order to prevent dusting or self-ignition.

6. Tariff rates shall be increased by 20% for handling ores of a granulation of over 80 mm but less than 150 mm.

7. The commercial weighing of cargo using scales at the Terminal shall be charged at a rate of 0,63 euros per tonne.

8. Rates for additional services such as sieving, crushing and mixing shall be agreed upon per a special written agreement between Luka Koper and the customer.

14 STORAGE CHARGES FOR CARGO ITEMISED IN TABLE 13

No.	Type of storage facility	Euros / tonne / day	
		Days of free storage	Daily rate for storage
1.	Open storage area		
		0	0,20

TARIFF PROVISIONS PER TABLE 14

1. The first and final day of storage shall be included in the storage charge.

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15 LIQUID CARGO HANDLING OPERATIONS TARIFF

No.	Commodity	Euros / tonne Ship-Tank-Vehicle or vice versa
1.	Vegetable oils	
		10,00
2.	Liquid chemicals and oil derivates	
		13,00

TABLE 16 STORAGE OF CARGO ITEMISED IN TABLE 15

	Euros / m^3
1. Storage rental	
15 days rental, full for empty (per single consignment)	4,20

TARIFF PROVISIONS PER TABLES 15 and 16

1. Luka Koper may only handle and store those chemicals for which it has obtained a safety permit, license and the permission of the Slovenian Maritime Administration.

2. The rates for other services, such as denaturisation, painting, mixing, heating and cooling, diluting, shall be subject to a special agreement between Luka Koper and the customer.

3. Luka Koper shall, taking in consideration the properties of the liquids and the quality of the pipelines and tanks, decide as to which facilities shall be used for the decantation and storage of particular bulk liquid cargos.

4.	The storage fee for liquid cargo is payable from the first day of storage. The minimal period of storage is calculated as 15 days.
5.	In short-term rental for a single throughput, Luka Koper is entitled to separately charge the final tank cleaning as well as waste removal and disposal.

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TABLE 17
CRUISE TERMINAL TARIFF (valid from 1 Sept 2022 to 31 Dec 2022)

No.	Specification	
1.	**Terminal Service A+B+C+D**	
	Vessel below 10.000 GRT or/and below 100 m LOA (including yachts)	**450,00 Eur / call / day**
	A: Lump sum GRT	**Eur / GRT**
	10.000 GRT to 30.000 GRT	0,025
	30.001 GRT to 90.000 GRT	0,018
	over 90.001 GRT	0,014
	B: Lump sum LOA	**Eur / meter**
	100 m to 200 m	1,65
	201 m to 270 m	0,95
	over 271 m	0,80
	C: Passengers	**Eur / passenger**
	Passengers in transit	4,50
	Embarking passengers	4,50
	Disembarking passengers	4,50

D: Security Inspection Service	Eur / passenger
Passengers control and their hand luggage screening – passengers in transit and home-port	1,70
Screenning of passengers cabin luggage – passengers in home-port	2,15
Visitors control and their hand luggage screening	1,70
2. Luggage handling service	**Eur / passenger**
Luggage handling: Vehicle - Terminal - Ship or Ship – Terminal - Vehicle	7,15
3. Other services	**Eur / vehicle**
Use of Cruise Terminal hinterland area for service of ship passengers transportation – Buses 30 seats & more	150,00
Use of Cruise Terminal hinterland area for service of ship passengers transportation – Buses 10 to 30 seats	100,00
Use of Cruise Terminal hinterland area for service of ship passengers transportation – vehicles 9 seats & less	50,00
	Eur / hour / Security Guard
Adittional Security service on request	18,00

TARIFF PROVISIONS PER TABLE 17

1. The primary document used as a basis to charge for per passenger services shall be the ship's manifest.

2. Examination is performed using RTG scanners, metal detector gates and hand-held metal detectors.

3.	The screening of cabin luggage is considered the inspection of passengers' personal luggage prior to boarding.
4.	Ship - Terminal luggage handling includes sorting luggage according to labels and depositing for collection by passengers.
5.	Use of Cruise Terminal hinterland area for service of ship passengers transportation is possible upon prior written agreement with Luka Koper d.d.
6.	Additional Security service shall be charged upon prior written request and in accordance with Luka Koper d.d.

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VI. HAZARDOUS CARGOS

TABLE 18 Hazardous substance supplements

TABLE 18 HAZARDOUS SUBSTANCE SUPPLEMENTS

No.	DG Code Class		% increase above normal tariff
1.	EXPLOSIVE SUBSTANCES		
	1.1, 1.2, 1.3	explosive substances and substances with a blast or projection hazard	150
	1.4,1.4S	ammunition, ignition agents, pyrotechnic substances	150
	1.5, 1.6	insensitive substances exhibiting mass explosive hazard	150
2.	GASES		
	2.1	flammable gases	50
	2.2	non-flammable gases	25
	2.3	toxic gases	150
3.	FLAMMABLE LIQUIDS		
			50
4.	FLAMMABLE SOLIDS		

4.1	flammable solids, self-reactive substances	25
4.2	substances liable to spontaneous combustion	50
4.3	substances emitting flammable gases upon contact with water	50
5. OXIDIZING SUBSTANCES		
5.1	oxidizing substances	50
5.2	organic peroxides	150
6. TOXIC AND INFECTIOUS SUBSTANCES		
6.1	toxic substances (poisons)	150
6.2	infectious substances	75
7. RADIOACTIVE SUBSTANCES		
	200	
8. CORROSIVE SUBSTANCES		
		75
9. MISCELLANEOUS HAZARDOUS SUBSTANCES NOT OTHERWISE SPECIFIED		
		50

TARIFF PROVISIONS PER TABLE 18

1. Manipulation (i.e. handling) and storage of hazardous substance is possible only upon a special written agreement between Luka Koper and the customer. Terms and conditions for the handling of dangerous cargo in containers are listed under TABLE 8 – Containers and floating craft.

2. The supplements prescribed for individual classes of hazardous substance listed under TABLE 18 shall apply for operations and storage of such cargo.

3. The type of hazardous substance, the conditions for its carriage and handling, as well as its packaging and storage are defined by Law; the legal provisions are mandatory in relation to all those involved in the handling or transport of hazardous substances.
Luka Koper may accept an order to undertake operations involving hazardous substances on the basis of previously concluded special written agreement with the customer. In relation to this, the customer must also present documentation defined by the legal prescriptions. Such shall also encompass the Safety Data Sheet, which provides:

- basic data as to the identity of the substance (chemical and technical information, the commercial name of the hazardous substance, the classification of the hazardous substance, as well as physical-chemical characteristics),
- apparent dangers and safety precautions to be taken,
- treatment in the event of an accident, and the method of neutralization.

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4. The customer must submit the above-mentioned documentation to the pertinent terminal facility at Luka Koper at least 48 hours prior to the performance of the handling operation.

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5. When ordering services involving the handling of dangerous cargo of Classes 1 or 7, the customer shall submit to the shift manager at the Container Terminal and to the Port Security Department of Luka Koper, d.d. the following documentation at least 7 days before handling operations are to be performed:
- Permit for transport and handling of dangerous substance issued by the competent Ministry. Prior to the arrival of the cargo, all the conditions specified in the permit must be met.
- Guidelines for dealing with emergency situations (unless specified in the safety data sheet).
- IMO certifikat of the manufacturer (compliant with IMDG classification) containing a statement of the consignor on compliance with all safety requirements for the

transport and handling of dangerous goods.

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6. Hazardous substances will only be accepted for handling if:

- previous written agreement is agreed and handling is accepted, - all necessary documentation is enclosed in due time,
- the hazardous substances are appropriately packed, stowed and secured, as well as marked in accordance with regulations.

7.	In the event of damage to hazardous cargo, the customer is liable to remove all waste and residues out of the port area in 48 hours.
8.	Services with hazardous cargos at General Cargo Terminal are performed in daylight between 9:30 and 16:00. Different working hours must be previously agreed.
9.	When ordering services involving dangerous (DG) cargo electronically, the customer shall also enter the following information about dangerous substances: hazard class, substance UN number and packing group.

VII. ADDITIONAL SERVICES

TABLE 19	Warehouse Operations Tariff
TABLE 20	Shipboard Operations Tariff
TABLE 21	Wagon and Vehicle Operations Tariff

TABLE 19 WAREHOUSE OPERATIONS TARIFF

No.	Service	
WEIGHING CARGO		
1. Weighing goods at the time of storage or removal from storage (max unit weight 2 tonnes)		
		Euros / tonne
	serial	3,80
		Euros / piece
	piecemeal – bags up to 60 kg	0,90
2. Serial weighing in a warehouse involving un-stacking and stacking (max unit weight 2 tonnes)		**Euros / tonne**
		7,35
MOVING CARGO		**Euros / tonne**
5. Manipulation of cargo within a warehouse		
		4,50
6. Transport of cargo between warehouses or other buildings within the Port of Koper (without reloading)		
		5,40

TARIFF PROVISIONS PER TABLE 19

1. Any other required in-warehouse operation which is not specified in TABLE 19 shall be charged according to those rates prescribed in other Tables or in accordance with a special written agreement concluded between Luka Koper and the customer.

2. Sorting of cargo in the warehouse shall be charged in accordance with a special written agreement between Luka Koper and the customer.

3. In-warehouse banana ripening, and machine palletizing shall be charged as per a separate written agreement between Luka Koper and the customer.

TABLE 20 SHIPBOARD OPERATIONS TARIFF

No.	Service
CARGO MANIPULATION*	
1.	In the ship's hold at the same level

	70% of the Ship's Hold-Ship's Tackle rate
2. In ship's hold with lifting to tween-deck or lowering from tween-deck	
	120% of the Ship's Hold-Ship's Tackle rate
3. From one hold to another over the quayside (directly, i.e. without temporary storage)	
	200% of the Ship's Hold-Ship's Tackle rate
* Tariff for manipulation of containers on the ship are defined under Item 1301 and 1302 in TABLE 8.	
TRIMMING BULK CARGO	**Euros / tonne**
4. Fine granulation	
	1,70

5. Coarse granulation (chunks)	
	3,40
OPENING AND CLOSING THE SHIP'S HOLDS OR TWEEN-DECKS**	**Euros / Ship's Hold**
6. Each opening or closing of the ship's hold or tween-deck is charged for vessels	
up to 2.500 GT	41,35
from 2.501 to 5.000 GT	51,75
from 5.001 to 10.000 GT	72,85
over 10.000 GT	97,00
** For opening/closing hatches at Container Terminal tariff defined under Item 1402 and 1403 in TABLE 8 shall apply.	

TARIFF PROVISIONS PER TABLE 20

1.	Luka Koper does not usually sort cargo aboard a vessel.
2.	When the loading of a ship's dry bulk cargo is fully completed, trimming will be charged for in accordance with the actual time consumed.
3.	The time necessary for dismantling wooden planking is not calculated in the laytime.

4.	The tariff rates of Item 6 of TABLE 20 shall be increased by 30% for opening or closing the holds of banana vessels and reefer-vessels with thermic covers.
5.	Tariff rates shall be increased for the following difficult operations: for the manual loading or a) by 25%: discharging of vessel's cargo from a height in excess of 2 metres. for manipulating cargo elements of 8 to 16 metres in length, except in instances when the dimensions of the ship's hatches and holds do not hinder manipulating with such cargo (this is not applicable in instances of RO-RO freight). b) by 50%: for manipulating g cargo elements in excess of 16 metres in length (this is not applicable in instances of RO-RO freight), for manipulating in narrow and confined spaces in a vessel, in which case the dimensions of the aperture must be at least one metre larger in all directions than the dimensions of the cargo, which is being raised or lowered, for manipulating in a ship's holds where the overhead space is lower than 180 cm, for manipulating in areas of a ship not normally accessed or used for the transportation of cargo, working in deep tanks and lockers, for operations which are usually mechanized, but for which manual labour is necessary in that particular instance, where multimodal units and general cargo are combined, stowing vehicles in holds at a distance of less than 200 mm apart, in the event that Luka Koper considers that an operation can only be performed under difficult conditions, it shall conclude a special agreement for such with the customer; according to any such agreement, the tariff rate supplement shall be 55%, or more. c) by 100%: for manipulating in the rain, snow or wind.
6.	In the event that Luka Koper considers that an operation can only be performed under extremely difficult conditions, it shall conclude a special written agreement for such with the customer; according to any such agreement, the tariff rate supplement shall be 110%, or more.
7.	Luka Koper shall perform and charge for other necessary operations in accordance with special written agreements which it shall conclude with its customers.
8.	The tariff rates for loading and unloading (Ship's Hold - Ship's Tackle and Ship's Tackle - Ship's Hold) shall apply for the direct handling of cargo from ship to ship.
9.	When cargo is transported ship to ship using Luka Koper's vehicles, the rates for the following operations shall apply: Ship's Hold - Ship's Tackle - Vehicle and vice versa, with an additional payment for transport.
10.	A customer ordering the direct handling of cargo from ship to ship is obliged to submit the appropriate order.

11.	In the event that a ship does not deliver the cargo separately per bills of lading (where cargo is mixed in the ship's holds) Luka Koper shall also charge the Owner, besides the basic tariff rate (FIO terms), a 50% supplement for the Ship's Hold – Ship's Tackle operation.
12.	The increase under Item 11 shall apply to the total quantity of cargo mixed in ship's holds, regardless as to whether it is to be sorted on the vessel or in the warehouse.
13.	For the manipulation of passenger cars and other vehicles, operation Terminal - Ship shall apply.

TABLE 21 WAGON AND VEHICLE OPERATIONS TARIFF

No.	**Service**	
RAILWAY WAGONS AND TRUCKS		
1. Delivery/return of wagons within the port area		**Euros / wagon / direction**
	delivery or return to the point of loading/unloading	18,00
	moving wagons to order	18,00
1a. Failing to meet planned obligations		**Euros / wagon / direction**
	anticipated but not delivered wagon	10,00
	wrongly delivered or faulty wagon	10,00
		Euros / wagon / hour
	non-punctual return of wagon	2,00

2. Placing partitions in vehicles	**Euros / tonne of cargo**
	0,53
3. Dismantling partitions in vehicles	**Euros / tonne of cargo**
	0,42
4. Lining partitions with paper	**Euros / tonne of cargo**
	0,53
5. Dismantling partitions from vehicles and sorting them on behalf of each customer	**Euros / tonne of cargo**
storage up to 30 days and loading onto transport vehicle	0,89
6. Lining vehicles with paper	**Euros / tonne of cargo**
	0,89
7. Covering open wagons	
	as per agreement

8. Weighing or tare of trucks on weighbridge	**Euros / each weighed unit**
	24,50
9. Cardboard insulation against cold	**Euros / truck**
Heavy winter wrapping: three layers of cardboard	250,00
Medium winter wrapping: two layers of cardboard	190,00
Light winter wrapping: single layer of cardboard	130,00
10. Operations with refrigerated (reefer) wagons	
	by agreement
11. Removing, collecting and returning tarpaulins to the railway operator	**Euros / piece**
	21,00
12. Returning of railway pallets to the railway oprerator	**Euros / piece**
per piece	0,18
minimum charge per consignment	10,50
13. Wagon cleaning	**Euros / wagon**
a) sweeping and disposal of waste material	
2-axle wagon	9,10

4-axle wagon	15,05
b) additional cleaning without washing	
2-axle wagon	26,80
4-axle wagon	50,40
c) additional cleaning with washing	
2-axle wagon	52,50
4-axle wagon	94,50
14. Weighing cargo and tare on wagon	**Euros / wagon**
weighing cargo	19,00

23 TARIFF PROVISIONS PER TABLE 21

1. Tariff rates in this Table cover the provision of labour. Materials provided by Luka Koper shall be charged for separately.

2. The customer is obliged to deliver suitable and clean vehicles, which are faultless in operation.
Luka Koper shall not be responsible for damage to cargo which occurs as a consequence of an unsuitable vehicle.

3. Vehicle partitions stored for more than 30 days shall be charged for at a rate of 0,01 euros / per piece / per day.

4. All other operations involving railway wagons shall be charged for in accordance with the Tariff of the railway operator, or by way of a special written agreement between Luka Koper and the customer.

VIII. MISCELLANEOUS

TABLE 22	Services provided by technical devices
TABLE 23	Services per hour and Idle Time Tariff
TABLE 24	Telecommunications, Utilities and Other Services Tariff
TABLE 25	Administrative Services Tariff
TABLE 26	Personal and Passenger Vehicle Permits, Toll Fees Tariff
TABLE 27	Port Security Services and Equipment Tariff
TABLE 28	Maritime Protection Tariff

TABLE 22 SERVICES PROVIDED BY TECHNICAL DEVICES

No.	Technical means	Euros / hour
1.	Container crane	
		231,00
2.	Quayside crane with 20 tonne capacity	
		157,50
3.	Truck mounted crane with a 20 tonne capacity	
		155,90
4.	Truck mounted crane with a 20 - 50 tonne capacity	
		197,00
5.	Truck mounted crane with a 50 – 110 tonne capacity (upon prior agreement)	
		250,00
6.	Loader with a 1 tonne capacity	
		79,70
7.	Wheeled loader with a 4 - 9 tonne capacity	
		98,20
8.	Wheeled loader with a 9 - 12 tonne capacity	
		134,40
9.	Wheeled loader with a 12+ tonne capacity	

	160,00
10. MAFI tug master (or truck tug master)	
	69,70
11. MAFI trailer	
	18,30
12. Bridge crane container manipulator	
	211,10
13. Forklift with a capacity of up to 4 tonnes	
	60,00
14. Forklift with a 4 - 8 tonne capacity	
	80,20
15. Forklift with an 8 - 16 tonne capacity	
	149,00
16. Forklift with a 16 - 32 tonne capacity	
	174,60
17. Tractor	
	54,80
18. Tractor loader	
	8,30
19. Weighing scale up to 2 tonnes	
	3,90

20. Pilot or motorboat for mooring	
	65,00
21. Material handler	
	145,00

24 TARIFF PROVISIONS PER TABLE 22

1. The tariff rates itemised in TABLE 22 apply to each indivisible hour (part hours are charged as whole hours). Rates pertain to instances of the hire of machinery within the port zone.
2. Rates for the hire of machinery also include the operator.
3. Idle time of the machinery shall be charged at 50% of the full tariff rate.
4. Machinery can only be used on sufficiently firm ground.
5. Rates for the hire of other machinery shall be determined in accordance with a special written agreement between Luka Koper and the customer.

TABLE 23 SERVICE PER HOUR AND IDLE TIME TARIFF

No.	Operation or Profession	Euros / hour

1. MANUAL WORK	per qualified professional
car mechanic, car electrician, electrician, electronic, carpenter locksmith and other qualified workers	46,00
2. OPERATION OF CORE PORT ACTIVITY	per worker
port transport worker (LTD)	30,00
3. IDLE TIME	per ship gang
a) ship gang	
if the work is ordered in direct manipulation	171,80
if the work is ordered in indirect manipulation	234,30
at PC Container Terminal and PC General Cargo Terminal	450,00
b) warehouse gang	
idle time of warehouse gang	calculated in accordance with the actual time consumed in relation to labour and machinery

TARIFF PROVISIONS PER TABLE 23

1. The tariff rates itemised in TABLE 23 apply to each indivisible hour (part hours shall be charged as whole hours). If, at the customer's request, workshop services have to be performed outside the port area, travel costs and other expenses incurred shall be charged separately.

2. Luka Koper shall charge the following idle time, for:
waiting due to heavy rain or another force majeure, waiting for a ship's arrival,

waiting due to movement of a ship's gang from one hatch to another at the vessels or forwarder's order (one hour shall be charged for), waiting for the arrival of transport vehicles,
waiting for a ship's technical readiness, waiting for the arrival of cargo, waiting due to the preparation or delivery of loading or discharging documentation, waiting due to other reasons.

Idle time shall not be charged for if Luka Koper is responsible for the wait.

3. For idle time during overtime, Sundays or public holidays, the rates identified in this Table shall be increased by the service tariff provisions on overtime, Sunday and holiday working.

4. The tariff rates in this table do not include the consumption of eventual additional material, gas or other material which is charged separately on the basis of actual consumption.

5. The tariff rates in this table are valid for entire hour.

TABLE 24 TELECOMMUNICATIONS, UTILITIES AND OTHER SERVICES TARIFF

No.	Service

1. COMMUNICATION SERVICES	
Telephony	
	Euros
Telephone line connection	50,00
	Euros / line
Monthly rental fee for telephone lines	4,00
	Euros
Services are calculated	per daily tariff + 10%
Optics	
	Euros
Optic connection	50,00
	Euros / optical line
Monthly rental fee for optical lines	25,00
2. WATER	
	Euros / m³
Water supply to ships alongside	6,00
	Euros
Consumers connected to the port's water supply system	per daily tariff + 30%
3. ELECTRICAL POWER	

	Euros
Power consumption	per daily tariff + 10%
4. HEATING, AIR-CONDITIONING	**Euros / m²**
Heating of premises	as per agreement
Air-conditioning of premises	as per agreement
5. OTHER SERVICES	**Euros / m²**
Cleaning handling areas	as per agreement
Cleaning offices	as per agreement
Waste removal from premises	as per agreement
6. USE OF PORT INFRASTRUCTURE	**Euros / m²**
Maintenance fee	0,35
7. OTHER	**Euros / box**
Installation of a mailbox	50,00

TARIFF PROVISIONS PER TABLE 24

1. Optic connection services will be provided in the case of free lines.

2. All other services not itemised in the above Table shall be charged in accordance with a special written agreement between Luka Koper and the customer.

3. The frequency of cleaning and waste removal shall be determined by way of a special agreement.

TABLE 25 ADMINISTRATIVE SERVICES TARIFF

No.	Service	Euros
1.	Issuing operational conclusions	
		58,10
2.	Issuing second or further copies of invoices, issuing third or further copies of weight reports	per 1 copy
		1,45
3.	Issuing photocopies	per 1 copy
		1,45
4.	Issuing copies of complaints pertaining to damaged cargo	up to 3 copies
		8,80
5.	Issuing copies of tally reports	up to 3 copies
		13,80
6.	Issuing additional copies or warehouse receipts	up to 3 copies
		7,00
7.	Issuing certificates	up to 3 copies
		13,80
8.	Issuing certificates as to the difference between warehoused and exited weight	up to 3 copies

	13,80
9. Issuing documents or copies on the acceptance of cargo	up to 3 copies
	13,80
10. Issuing inspection reports for containers	
	12,55
11. Issuing warrants	
	92,05
12. Transfer of ownership of goods documentation	
	13,80
13. Calculation or amendment of cargo plans documentation	
	105,00
14. Re-invoicing per 1 copy	
	13,80

TABLE 26 PERSONAL AND PASSENGER VEHICLE PERMITS, TOLL FEES TARIFF

Specification	
Personal permits for entrance to the port zone	**Euros / permit**
Personal permit for one time entry	1,00
Monthly personal permit	5,00
Annual personal permit	15,01

Two-year personal permit	28,00
A duplicate of the personal permit (lost, damaged permit, incorrect data)	30,00
Permit for the entry of passenger vehicles and combined- or light-goods vehicles into the port zone	**Euros / permit**
Daily permit	1,00
Monthly permit	7,00
Annual permit	71,00
Two-year permit	132,00
A duplicate of the permit (lost, damaged permit, incorrect data)	30,00
Toll fees for entrance to the port zone	**Euros / unit**
Freight vehicle with maximum authorized gross weight up to 3,5 tonns	2,50
Freight vehicle with maximum authorized gross weight exceeding 3,5 tonns	5,00

25 TARIFF PROVISIONS PER TABLE 26

1. Exempted from permit charges and toll fees shall be the vehicles of state authorities, performing a public mandate in accordance with the law and visiting delegations. Temporary permits and tolls do not have to be paid to a person who provides delivery and service for the needs of the Port of Koper and its tenants. For other purposes, temporary and annual permits are calculated for applicants in accordance with the price list.

2. The following business clients may apply for a two-year personal permit: agency workers, railway infrastructure manager, trucking companies for drivers employed for indefinite period, agents, freight forwarders.

2. Personal permit for entry and permit for the entry of passenger vehicles to the port zone shall be paid by cash or issued invoce at the of the Port of Koper security places. Truck drivers shall pay a personal permit for one-time entry at the Truck Terminal.

3. A user who reaches EUR 1,000 of toll paid in an individual calendar year (excluding VAT) is granted a discount of 15% on the total amount of toll paid. Only users who provide the data for issuing the invoice upon payment of the toll: the full name and address of the company and the VAT ID number, are eligible for such discount. Luka Koper issues a credit note for the recognized amount to all beneficiaries of the discount by the end of January at the latest and pays it to the beneficiary on his transaction account within 30 days from the date of issue.
4. Permits are priced in euros and are inclusive of VAT which is currently charged at a rate of 22 percent in accordance with legislation.

TABLE 27 PORT SECURITY AND SAFETY SERVICES

No.	**Specification**	
1. Connection of premises to VNC (Security Surveillance Centre)		**Euros / month**
	Forced-entry alarm	40,00
	Fire alarm system	40,00
	Panic button	80,00
		Euros / meter / day
	Setting-up of security fence	5,00
2. Security staff intervention		
		Euros / intervention
	Intervention upon false alarm	80,00
3. Physical security guard services		**Euros / hour**

Standard physical security guard	25,00
Above-standard physical security guard	35,00
Physical security guard at sea	90,00
Security survey	30,00
Security inspection with explosives detector	100,00
	Euros / person
Test for the presence of alcohol with breathalyzer	20,00
Test for the presence of illegal drugs	30,00
	Euros / hour
Use of unmanned aerial vehicle, remotely controlled by operator	70,00
Use of underwater drone, remotely controlled by operator	70,00
4. Fire protection services	
Fire crew	
	Euros / person / hour
From Monday to Saturday	25,00
On Sundays and Public Holidays	35,00
Fire guard	30,00
Work on heights	45,00
	Euros / hour
Elaboration of fire safety plans	28,00

Fire protection preventive and control inspections	40,00
Fire vehicles (appliances)	
	Euros / hour
under 1.5 tonnes	30,00
from 1.5 to 3.5 tonnes	60,00
over 3.5 tonnes	90,00
Extinguishers, pumps, machinery and other intervention equipment	
	Euros / hour
Fire extinguishers, hand operated buckets, back pack type collapsible pumps	6,00
S 50 fire extinguisher	10,00
S 250 fire extinguishing trailer	20,00
Submersible pump up to 1000 l/min, water aspirator, petrol-driven chain saw	20,00
Submersible pump from 1000 to 2000 l/min, air blower and portable petrol-driven pumps up to 1000 l/min, electric generator-alternating current up to 5 kW	25,00
Submersible pump - over 2000 l/min, portable petrol-driven pump - over 1000 l/min 5 kW AC generator	33,00
Ladders	
	Euros / hour
Four-section sliding ladder	8,00

Three- or two-section extension ladder	8,00
Hooked ladder	5,00
Hoses	**Euros / 12 hours / piece**
Pressure and suction hoses	8,00
Fittings	**Euros / 12 hours / piece**
Hydrant wrench, coupling spanner, coupling adapters, wire mesh basket	1,00
Suction strainer, nozzles, dividing breeching, inline inductor, hose line pressure limiting valve	5,00
Hydrant standpipe, nozzle-heavy and medium foam-making branch pipe, hose bridge (set)	14,00

Protective breathing devices	
	Euros / hour / piece
Self-contained breathing device	12,00
	Euros / liter of air
Filling of pressure chamber (price = price of air x chamber volume x pressure)	0,01
Other fire and rescue equipment	
	Euros / hour / piece
Rescue rope	2,00
Roglis rescue device	16,00

Fireman's belt	2,00
Lifting bag above 1 bar and sealing taps	18,00
Protective clothing against high temperatures	10,00
Megaphone	10,00
Plastic tank 1000 litres	6,00
Pick, shovel and other rescue tools	1,00
Bucket	1,00
Firefighting axe	1,00
Rescue hook	3,00
Rescue jacket	2,00
	Euros / hour / pair
rubber boots, short or tall	8,00
	Euros / kg
Absorbent (oil dry)	2,00
	Euros / piece
Absorbent cloth	2,00
Services	**Euros / unit**
Hydrant pipeline measurement, test of inner dry hydrant pipeline	49,00
Inspection of hydrant locker - and sealing	4,00
Test of outer hydrant pipeline (per each hydrant)	5,00
Water tanker transport	**Euros / callout**
Firefighting tanker up to 4000 litres	45,00

Firefighting tanker up to 8000 litres	61,00
	Euros / hour
Operation with pump (4000 l and 8000 l)	33,00
Filling per one transport 4000 l or 8000 l tanker	12,00
Lighting equipment	**Euros / hour**
Hand lamp, hand lamp with tripod and cable, underwater lamp, cable extension	8,00
Container spilling cleaning costs	**Euros / day**
Use of spilling bin	
first 5 days	70,00
from 6 to 10 days	100,00
11 days or more	200,00
Pumping of dangerous liquids	**Euros / hour**
	40,00
5. Working machines	**Euros / hour**
Broom-cleaning machine	85,00
Loader (up to 3 t)	70,00
Loader (up to 2,5 t)	60,00
Mini excavator	50,00
Dump truck (9 t)	65,00

26 TARIFF PROVISIONS PER TABLE 27

1. The connection of a burglar alarm includes alarm signal monitoring at the port security centre, it also extends to system turn-on and turn-off, response to alarms or system errors, informing responsible persons and provision of any necessary intervention at the facility.

2.	The connection of a fire alarm system also includes to alarm signal monitoring at the port security centre, it also extends to system turn-on and turn-off, response to alarms or system errors, informing responsible persons and the provision of any necessary intervention at the facility.
3.	The connection of panic button encompasses monitoring and response to alarms, informing responsible persons and necessary interventions.
4.	Intervention includes response to the event with a vehicle with two general and fire safety security guards; such personnel are also responsible for occupational safety as well as the prevention of disruption to work processes.
5.	The standard physical security provision with a single (1) security guard provides facility security, ship security under ISPS CODE 2005/65/ES, RS 64/2004, protection of premises and intermediate value cargo, as well as supervision of cargo, equipment and video surveillance.
6.	Above standard physical security provision with a single (1) armed security guard encompasses the security of military cargo and installations, currency, high value cargo in warehouses, containers and in open storage, as well as the supervision of cargo, equipment and video surveillance. Physical security guard at sea is performed by two (2) security guards on board a company vessel.
5.	Security survey includes survey with two security guards in a company vehicle and/or on foot.
6.	Testing fees must be remunerated according to the Regulations on hydrant pipeline testing (Official Gazette RS, No. 22/1995).
7.	Tariff rates in TABLE 27 apply per indivisible hour.
8.	Services related to operation with technical equipment include the cost of operator.
9.	The tariff doesn't include VAT.
10.	The tariff is valid for regular working hours from Monday to Friday (from 06.00 to 22.00 hours) and on Saturdays (from 06.00 to 14.00).
11.	For overtime work from Monday to Friday (from 06.00 to 22.00 hours) the tariff increases by 50%. On Saturdays from 14.00 to 22.00 the tariff increases for 75%. From Saturdays 22.00 to Monday until 06.00 the tariff increases by 100%. A 150% increase of tariff applies for the following

periods: overtime work on the day before national holiday from 22.00 to 24.00, overtime work on the day after the national holiday from 24.00 to 06.00, overtime work on the day of the national holiday/public holiday.

12. The rental of firefighting equipment, pumps, machines and other motor devices does not include the price of extinguish materials, fuel and operators.

TABLE 28 MARITIME PROTECTION TARIFF

No.	Service provision	Non-Concession	Per Concession
		Euros / hour	
1.	Barge (capacity 35 tonnes)	350,00	300,00
2.	Ecology protection vessel (Galeb, Kormoran, KP 194)	300,00	250,00
3.	Motorboats (for mooring vessels, KP 289)	200,00	150,00
4.	Dinghy	100,00	80,00
5.	Oil skimmer	100,00	40,00
		Euros / day	
6.	Containment booms – up to 450 m	1.500,00	1.300,00
		Euros / hour	
7.	Road tanker - 12 m3	300,00	230,00
8.	Tank – 27 m3	100,00	70,00
9.	Mobile crane (up to 9 tonnes)	150,00	100,00

10.	Waste removal truck	130,00	90,00
		Euros / day	
11.	Waste container	30,00	20,00
		Euros / hour	
12.	Pick-up truck	50,00	40,00
13.	Trailer	30,00	20,00
		Euros / m^3	
14.	Oil-water mixture disposal	330,00	300,00
15.	Hazardous waste disposal	550,00	500,00
16.	Mixed communal waste disposal	110,00	90,00
		Euros / piece	
17.	Absorbents (diameter 20 cm, length 3 m)	120,00	100,00
18.	Absorbents (diameter 13 cm, length 3 m)	90,00	70,00
		Euros / litre	
19.	Dispersant	70,00	50,00
		Euros / hour	
20.	Worker	70,00	50,00
21.	Foreman – co-ordinator	100,00	80,00

22. Manager	120,00	100,00

TARIFF PROVISIONS PER TABLE 28

1. Tariff rates apply per indivisible hour and shall also pertain to waiting time (idle time) in relation to personnel, the rental of craft, machinery and technical resources and facilities in relieving and ameliorating the consequences of pollution.

2. The tariff, as regards machinery and craft, also includes the operator.

3. The tariff for motorboats and other technical equipment do not include cleaning costs and the elimination of damage arising from the proper use of these items.

4. The tariff for rental of craft or machinery and technical resources and facilities in reducing and eliminating the consequences of pollution shall be determined by way of a special agreement.

5. The tariff doesn't include VAT.

6. Regular working hours are Monday to Friday from 07:00 to 15:00. Services rendered out of the regular working hours shall be additionally charged as follows:
   Monday – Friday 15:00 to 23:00: +50%

   Monday – Friday 23:00 to 07:00: +100%

   Saturday 07:00 to 23:00: +75%

Saturday 23:00 to 07:00: +100%

Sundays 00:00 to 24:00: +100%

Public holidays 00:00 to 24:00: +150%

7. Tariff rates under the »Per Concession« column in the above Table encompass the rates charged a polluter within the Port of Koper (maritime and land) zone (the concession area) which they are liable to pay as compensation for expenses incurred in removing the effects pollution and preventing damage to the environment.

8. Tariff rates under the »Non-Concession« column in the above Table encompass the rates for the provision of services by Luka Koper out of the concession zone. The customer may submit such an order in writing, via email or fax. By submitting the order, it shall be considered that the customer fully agrees with the TABLE 28 tariffs.

9. The cost of waste which is generated during pollution remediation and is not included in this price list shall be charged to the polluter based on the price list of the authorized waste collector.

9. Luka Koper may render the services described in TABLE 28 by itself or with the assistance of a contractor, co-operant or fulfilment assistant.

Luka Koper, d.d.

Member of the
Management Board
Robert rožac

Member of the
Management Board
- Labour Director
Vojko Rotar

Tariff Book – 2021

For DP World MPL Located in Luanda, Angola

Issued On: [February 15, 2021]

Effective From: [February 24, 2021]

DP World MPL Serviços, S.A.

Terminal Multiuso, Port of Luanda

Luanda, Republic of Angola

DP WORLD

Luanda, Angola

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SECTION A – DEFINITIONS

27A101. CARGO

Any solid, liquid, or gaseous substance, product or Hazardous Material transported to, from, in or through the jurisdiction of the Port Authority and involving the use of Port's Facilities.

A102. DAY

A calendar day

28A103. HAZARDOUS MATERIAL(S)

Any substance or material that is listed, defined or otherwise designated as (a) "Hazardous Substance" under the Regulations including IMDG Code; (b) any chemical or Volatile Organic Compound (VOC); (c) any hydrocarbons, petroleum, petroleum products or waste; (d) any metabolite or chemical breakdown product or derivative or component part of substances

identified above; and (e) any other chemical, substance or waste, that is regulated by, or may form the basis of liability under, any Environmental Laws.

Dangerous Goods -

Any of the following cargoes, whether packaged, carried in bulk packaging or in bulk, within the scope of the following instruments:

- Oils covered by Annex I of MARPOL 73/78
- Gases covered by the codes for the construction and equipment of ships carrying liquefied gases in Bulk
- Noxious liquid substances/chemicals, including wastes, covered by the codes for the construction and equipment of ships carrying dangerous chemicals in bulk and Annex II of MARPOL 73/78
- Solid bulk materials possessing chemical hazards and solid bulk materials hazardous only in bulk (MHBs), including wastes, covered by group B schedules in the Code of Safe Practice for Solid Bulk Cargoes (BC Code)
- Harmful substances in packaged form (covered by Annex III of MARPOL 73/78) and dangerous goods, whether substances, materials, or articles (covered by the IMDG Code)

The term dangerous goods includes any empty uncleansed packaging which previously contained dangerous cargoes, unless the packaging have been sufficiently cleaned of residue of the dangerous cargoes and purged of vapours so as to nullify any hazard or have been filled with substances not classified as being dangerous.

A104. PORT AUTHORITY

Porto De Luanda E.P.

A105. PORT OPERATOR
DP World MPL Servicos, S.A.

A105.1 TERMINAL OPERATOR will also refer to A105 as the Port Operator

A106. PORT FACILITIES
Any wharves, docks, piers, sea channels, sheds, warehouses, land, structures, pipelines, and extensions thereof and appurtenances there to, equipment and appliances of all kinds situated within the jurisdiction of and/or owned, operated, or leased by the Port Operator.

A107. USER
Includes (1) any person or entity using the Port facilities or to/from whom any service, work or Labour is furnished, performed, done or made available by the Port Operator or any other person using the Port Facilities, (2) any person or entity owning or having custody of Cargo moving in, over or through the Port Facilities; (3) all Vessels and their owners, operators, crew and agents; and (4) any other person, firm or corporation that conducts business at the Port facilities.

A108. VESSEL

Except as otherwise specified, when the term "Vessel" is used in this Tariff, it shall be held to mean floating craft of every description and shall include in it meaning the term "Owners, Charterers, Operators and Mortgagees thereof".

A109. SERVICES

Any and all services conducted within the Port Facilities.

A110. TON

Unless otherwise specified, all "Tons" shall be regarded as "Freight Tons" and shall be determined by a weight Tonne of 1,000 kilos or a measurement of one cubic meter whichever is greater.

A111. STEVEDORING

The physical handling of Cargo on-board of the Vessel from or to the Vessel's hook or point of discharge or load. This includes supervision and management. Irrespective of the terms of shipment, payment of stevedoring and related service charges will be the responsibility of the shipping line and/or his agent.

A112. CONTAINER

The terms "Container" or "Containerised" when used in this Tariff refer to the standard ISO Container, suitable for stacking and transportation of dry, liquid gas or refrigerated Cargo, constructed of metal, fibreglass, 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.

A113. POINT OF REST

The area at the Port which is assigned for the receipt of inbound Cargo or Container from the Vessel and from which inbound Cargo or Container may be delivered to the Consignee's Agent or loaded on a Vessel in the case of transhipment and that area which is assigned for the receipt of outbound Cargo or Container from Shipper's Agents for loading on-board a Vessel.

A114. OPEN/COVERED STORAGE, PARKING AREA AND/OR MARSHALLING AREA

The term open/covered storage, parking area and/or marshalling area, as used in this Tariff, refers to those areas at the Port Facility where Cargo or Containers may be held in custody of the Port Operator as instructed by the Owner or Agent. This area is considered as Port Facility storage.

A115. FREE TIME

The specified period during which Cargo or Containers handled over the quay may occupy space assigned to it in the Port Facility, free of storage charges, either prior to the loading or subsequent to the discharge of such Cargo or Containers, and shall include:

a) Import and Transhipment Container free period will commence from the date of discharge from the Vessel;

b) Import and Transhipment non-Containerised Cargo free period will commence from the date of completion of off-loading of the Vessel or on the third day from commencement of operation whichever occurs first; and
c) Export Containers and non-Containerised Cargo free period will start from the date of receipt in Port Facilities.

Note: Export and Transhipment Cargo storage charges will be raised to the Agent.

A116. TRANSHIPMENT

"Transhipment Cargo or transhipment Container" means goods / containers landed from a Vessel and placed in the custody of the Terminal in Port of Luanda for the purpose of shipment on another Vessel with final destination other than Port of Luanda. To qualify for the transhipment Cargo rates the cargo/containers must be discharged by the first carrier onto the terminal Operator and remain in the custody of the Terminal Operator until it is transhipped on-board the on-carrying Vessel with final destination. Cargo landed from a Vessel and placed in the custody of the Terminal Operator with intention to be transferred to other Terminal operator within Port of Luanda as final destination will be considered import & export cargo.

A117. OTHER MEASUREMENT UNITS

A117.1 By weight: the unit of application is the indivisible metric ton, unless otherwise indicated in the table itself;

A117.2 By volume: the unit of application is the indivisible cubic meter, unless otherwise indicated in the table itself;

A117.3 By surface: the unit of application is the indivisible square meter;

A117.4 By length: the unit of application is the indivisible linear meter (m); or if specified will be indivisible feet (ft)

A117.5 By time: the unit of application is the indivisible hour or indivisible day, unless otherwise indicated in the table itself;

A117.6 Per kilowatt/hour: the unit of application is the indivisible kWh;

A117.7 Per unit: the unit of application is the one set out in the respective fee tables;

A117.8 By tonnage: the unit of application is the gross registered tonnage (GRT) of vessels;

A117.9 By TEU: the volume and shape that are equivalent to a 20-feet ISO container. Container defined as per A112

SECTION B - TARIFF FOR SHIPPING LINES AND AGENTS

B101. STEVEDORING FOR IMPORT AND EXPORT OF NORMAL CONTAINERS
Normal containers are the general type containers not falling under special categories mentioned subsequently

Move type	Charge per move in USD	
	20ft	Above 20ft
Discharging/Loading Full	USD 131.10	USD 222.87
Discharging/Loading Empty	USD 69.80	USD 118.66

B101.1 Goods in international transit, except for transhipment goods, shall benefit from a 15% discount, which is not cumulative with any other direct loading or unloading discounts **B102. STEVEDORING for REFRIGERATED CONTAINERS**

Move type	Charge per move in USD	
	20ft	Above 20ft
Discharging/Loading Full	USD 131.10	USD 222.87
Discharging/Loading Empty	USD 69.80	USD 118.66

B103. STEVEDORING for DANGEROUS HAZARDOUS OR OBNOXIOUS CARGO
B103.1 Articles of a dangerous, hazardous, or obnoxious nature will only be received at Port Facilities by advance arrangement with the Port Operator in conjunction with the Port Authority. The Port Operator and the Port Authority reserves the right to refuse or handle any Cargo or provide storage which in its judgment is likely to damage human health, other Cargo, or property.

B103.2 HAZARDOUS CONTAINERS SURCHARGE: Containers loaded with hazardous Cargo will be charged an extra of 50% on the applicable stevedoring charges as per B101.

B103.3 Other charges and fines for hazardous Cargo violations and leaking Containers may be levied at the discretion of the Terminal Operator.

B104. STEVEDORING for OVER DIMENSIONAL CONTAINERS (OOG or Out of Gauge Containers)
B104. 1 Containers carrying Over Dimensional cargo beyond the normal size of standard containers OR needing special devices like slings, shackles, lifting beam, etc. are termed as Over Dimensional Cargo Containers. They also include damaged containers and other types of containers that require special devices to handle them.

B104.2 Charges for Full & Empty Over Dimensional Containers will be charged an extra of 100% above Full and Empty Normal Containers as per B101.

B104.3 Further depending on the size and the complexity of handling the OOG Containers, the Terminal operator reserves the right to charge additional stevedoring charges basis the equivalent of the slots occupied on the vessel, as per B101.

B104.4 Any additional equipment required to handle OOG containers will be billed additionally as per the discretion of the Terminal operator.

B104.5 All Over Dimensional Containers required advance notification and approval from the Port operator before commencement of Operations

28.1 B105. SHIFTING (Restow) of Full/Empty (Normal & Reefer Containers)

Move type		Charge for full cycle of Restow (in USD)	
	Full/Empty	20ft	Above 20ft
Shifting via quay or gantry travel (Cell to Shore)	Full	190	280
Shifting via quay or gantry travel (Cell to Shore)	Empty	125	185
Shifting on board without gantry travel (Cell to Cell)	Full	50	105
Shifting on board without gantry travel (Cell to Cell)	Empty	25	50

B105.1 Restow charges for Hazardous Containers will be 50% above Normal Containers and Over Dimensional Containers will be 100% above Normal Containers and as per above clause no B103 and B104.

B105.2 Restows will not count toward volume commitments

28.2 B106. HATCH COVER

Move type	Charge per move in USD
Hatch cover per move	USD 222.87

B106.1 Charge for Hatch Covers will be for both landing on the quay and without landing on the quay Hatch covers will not count toward volume commitments.

B106.2 Gear box, Pontoons, stacking frames and lashing bins will be charged at Hatch Cover rates as shown above, via the quay, but will not count towards volume commitments.

B107. TRANSHIPMENT CONTAINERS

B107.1 Transhipment Cargo or transhipment Container" means goods / containers landed from a Vessel and placed in the custody of the Terminal in Port of Luanda for the purpose of shipment on another Vessel with final destination other than Port of Luanda. To qualify for the transhipment Cargo rates the cargo/containers must be discharged by the first carrier

onto the terminal Operator and remain in the custody of the Terminal Operator until it is transhipped on-board the on-carrying Vessel with final destination. Cargo landed from a Vessel and placed in the custody of the Terminal Operator with intention to be transferred to other Terminal operator within Port of Luanda as final destination will be considered import & export cargo.

B107.2 TRANSHIPMENT STEVEDORING RATES

Move type (Complete cycle of two moves)	Charge in USD per container	
	20ft	Above 20ft
Discharging and Loading Full (complete cycle)	USD 183.54	USD 312.02
Discharging and Loading Empty (complete cycle)	USD 97.72	USD 166.12

B107.3 Transhipment charges for Hazardous Containers will be 50% above Normal Containers and Over Dimensional Containers will be 100% above Normal Containers and as per above clause B103 and B104.

B107.4 PLUG IN CHARGES FOR TRANSHIPMENT REFRIGERATED CONTAINERS

Charge type	Charge per container in USD
Plugin 1st to 5th Day	USD 25 per day or part thereof
Plugin 6th Day onwards	USD 35 per day or part thereof

B107.5 Monitoring of Reefers (two readings per day) are optional and can be performed at the request of shipping line at no additional cost. No maintenance will be performed on malfunctioning reefers. The Operator will notify the Container's agent and report malfunctions as soon as discovered. The Operator will not assume responsibility for power failure. DP World Berbera may perform reefer repairs to machinery on request at an additional cost. **B108. SHOREHANDLING EMPTY CONTAINERS**

Move type	Charge per move in USD	
	20ft	Above 20ft
Export: Shore handling of Empty containers	USD 168	USD 285.6
Import: Shore handling of Empty containers	USD 168	USD 285.6

B109. STORAGE FOR TRANSHIPMENT CONTAINERS

Storage slabs	Charge per day in USD	
	20ft	Above 20ft
Day 1 to Day 5	USD 0 per day	USD 0 per day
Day 6 to Day 20	USD 60 per day	USD 120 per day

Day 21 to Day 30	USD 80 per day	USD 160 per day
More than 30 days	USD 90 per day	USD 180 per day

B110. CONTAINER MAINTENANCE CHARGES

Below activities will be quoted for as per customer requests

Item number	**Service Type**	**Up to 20 ft Container- Charges in USD**	**Over 20 ft Container- Charges in USD**
B110.1	Labour hourly rates for reefer Container repair or any other job. Note: If a technician needs to attend a complaint on board a minimum of two hours will be charged	110 per man hour	110 per man hour
B110.2	High pressure water wash	100 per Container	150 per Container
B110.3	Steam cleaning	125 per Container	175 per Container
B110.4	Chemical cleaning	175 per Container	250 per Container
B110.5	Pre-Trip inspection and washing	290 per Container	325 per Container
B110.6	Pre-Trip inspection failed after shifting	145	165
B110.7	To clean refrigeration units and condenser with high pressure water wash	50 per unit	50 per unit
B110.8	Reefer Data Download/Upload	100 per Container	100 per Container
B110.9	Washing before painting	11.50 per container	17 per container
B110.10	Painting Floor	34 per container	56 per container
B110.11	Painting Panels	34 per wall panel	45 per wall panel
B110.12	Retouches	10 per retouch	10 per retouch
B110.13	Apply silicone	3.65 per container	3.65 per container
B110.14	Remove Stickers	6.19 per sticker	6.19 per sticker
B110.15	Straighten panels 30*30cm	5.05 per panel	5.05 per panel
B110.16	Genset Hook-up/Unhook	100 per Container	100 per Container

B110.17	Changing reefer settings: temperature, fresh air ventilation, etc.	50 per call out	50 per call out
B110.18	Reefer repair estimation. Note: If reefer repaired by DP World then estimation charges not applicable	220 per estimate	220 per estimate
B110.19	Monitoring of Reefers (two readings per day) are optional and can be performed at the request of shipping line at no addition cost. No maintenance will be performed on malfunctioning reefers. The Operator will notify the Container's agent and report malfunctions as soon as discovered. The Operator will not assume responsibility for power failure. The Operator may perform reefer repairs to machinery on request at an additional cost.	30 per day	30 per day

B110.20 Any other services provided will be charged as per the Port Operator's Tariff.

B110.21 For all above services shifting charges applicable as per the Port Operator's Tariff item B111.

B111. SHIFTING OF CONTAINERS

Locations	**Up to 20 ft Container-Charges in USD**	**Over 20 ft Container-Charges in USD**
Within a Container Terminal or to Weigh Bridge and Repair Facilities located within Port (Includes transfer, lifton and lift-off)	150	255

B112. OTHER SHIPPING LINE CHARGES

Additional services, such as transport, additional lifts from/to transport modes, administrative and others will be charged separately, as follows:

Item Number	**Service Type**	**Chargeable Unit**	**Charge in USD**
B112.1	Removing of IMDG labels by the Operator	Per Unit	30

B112.2	Undeclared IMDG containers or arriving without hazardous label or any misdeclaration of IMDG cargo	Per Offence	300
B112.3	Undeclared OOG cargo or any misdeclaration of OOG cargo	Per Offence	400
B112.4	Issuing Interchange documents between line operators	Per Container	10
B112.5	Any administrative documentation change – including change of shipping status	Per Container	25

B112.6	Cut-off charge: Administration charge for container Gate-in after cut off. Acceptance of container is as per the decision of the Terminal. Also includes Export containers which are in the container yard but not included in the export advance list submitted before cut-off time	Up to 20 ft Container	50
		Over 20 ft Container	50
B112.7	Late submission of EDI: Administration charge for submission of EDI after cut off	Per EDI	180
B112.8	Issuance of documents: Landing Certificate, Shipping Statement, Duplicate reprint / photocopy of shipping document, Additional documents issued by the Terminal apart from the normal routine Terminal Reports (Vessel reports / yard report / reefer report etc.) forwarded to the line	Per document	10
B112.9	Delay in submission of relevant document: The relevant documents include Import and Export Advance Lists, Hazardous Manifests, Restows, Import Bay plans and any other document that may be required and declared in due course for smooth operations. The time limit for submission of documents will be notified in advance by the Terminal and any notification thereto will be carried out in consultation with users	Per day AND per document	250

B112.10	Containers not stowed as per Vessel Bay Plan. Charged per TEU	Full	300
		Empty	150
B112.11	Re-export: change of container status from import to transshipment (Export Full + Import Local Full) – noninclusive of storage. Shifting of containers if applicable will be charged as per tariff	Up to 20 ft Container	100
		Over 20 ft Container	100
B112.12	Lift on/lift off (single move)	Per TEU	50
B112.13	Knocking down Empty Flat Rack	Per unit	40
B112.14	Shutout Charge: If a container enters the port as a full export nominated for loading on a particular vessel and is not loaded on that particular vessel as a consequence of the customers decision or error then the Shutout charge will be applicable and payable by the customer	Up to 20 ft Container	150
		Over 20 ft Container	255
B112.15	ISPS Surcharge	Per Container	10
B112.16	Fixing and removal of Seal upon written request from customer	Per container	5
B112.17	Issuance of Equipment Interchange report (EIR)	Per container	5

SECTION C - TARIFF FOR LANDSIDE CUSTOMERS

C101. SHOREHANDLING CHARGE (TRAFFIC)

Any goods that are handled within the port's jurisdiction, from unloading of the ship to the delivery by the port or terminal and from receipt to shipment (except for private terminals, which are subject to specific arrangements to be established by the Port Administration), shall pay a "traffic rate" in accordance with the following table:

Move type	Charge per move in USD	
	20ft	Above 20ft
Import Full container	USD 280	USD 476
Export Full container	USD 280	USD 476
Export Empty container	USD 168	USD 285.6

C102. STORAGE - NORMAL CONTAINERS AND REFRIGERATED CONTAINERS

Storage slabs	Charge per day in USD	
	20ft	Above 20ft
Day 1 to Day 5	USD 0 per day	USD 0 per day
Day 6 to Day 20	USD 60 per day	USD 120 per day
Day 21 to Day 30	USD 80 per day	USD 160 per day
More than 30 days	USD 90 per day	USD 180 per day

C102.1 Containers in storage beyond the free periods shall pay storage charges. No free period is granted to Hazardous, OOG or Reefer containers

C103. PLUG IN CHARGES FOR REFRIGERATED CONTAINERS

Storage slabs	Charge per day in USD	
	20ft	Above 20ft
Day 1 to Day 10	USD 150 per day	USD 150 per day
Day 11 to Day 15	USD 250 per day	USD 250 per day
Day 16 to Day 20	USD 350 per day	USD 350 per day
More than 30 days	USD 500 per day	USD 500 per day

C104. STORAGE - HAZARDOUS CONTAINERS

Storage slabs	Charge per day in USD	
	20ft	Above 20ft
Day 1 to Day 5	USD 60 per day	USD 120 per day
Day 6 to Day 20	USD 120 per day	USD 240 per day
Day 21 to Day 30	USD 160 per day	USD 320 per day
More than 30 days	USD 180 per day	USD 360 per day

C105. STORAGE - OVER DIMENSIONAL CONTAINERS (OOG or Out of Gauge Containers)

Storage slabs	Charge per day in USD	
	20ft	Above 20ft
Day 1 to Day 5	USD 60 per day	USD 120 per day
Day 6 to Day 20	USD 120 per day	USD 240 per day
Day 21 to Day 30	USD 160 per day	USD 320 per day
More than 30 days	USD 180 per day	USD 360 per day

C105.1 If the Out of Gauge container occupies more than two container slots in the yard then every additional slot occupied will be charged an additional amount as per above tariff C105

C106. WEIGHING OF CONTAINERS

Weighing Containers will be charged as per below rates

Storage slabs	Charges in USD	
	20ft	Above 20ft
WEIGHING OF CONTAINERS	USD 40	USD 40

C106.1 Any shifting or lift-on, lift-off required for weighing the containers will be charged additionally as per the tariff

C107. GATE – AUTORIZATION FOR VOLUNTARY TRUCK VISIT

To be charged for Gate moves and the use of Terminal´s infrastructure and services for voluntary trucks visit, that need to gain access to port jurisdiction area, which includes:

B107.1 Voluntary truck accessing port jurisdiction area loaded with container/cargo which objective is to Gate out from port jurisdiction area with same cargo.

B107.2 Using terminal facility other than picking up cargo/containers from the terminal or bringing export cargo/container to the terminal.

Item Number	Service Type	Chargeable Unit	Charge in USD
C107.3	Gate – Authorization charge for voluntary Truck visit	Per Truck	150

C108. VEHICLE BOOKING SYSTEM (VBS)

Vehicle booking system is a service for booking, preparing, and managing customer traffic in terminal, allows customer to book a time window in which to proceed with load or discharge of containers at Terminal. VBS saves time for the customer at terminal gate area and reduces overall waiting time improving customer experience.

Item Number	Service Type	Chargeable Unit	Charge in USD
C108.1	Vehicle Booking System .	Per Container	10

C109. OTHER CHARGES FOR LANDSIDE CUSTOMERS

C109.1	Penalty for container loaded in excess of rated capacity	Per TEU	400
C109.2	Gate pass issued (Access Control)	Per Pass	10
C109.3	Loss of BAT number	Per Plate	18

SECTION D TARIFF FOR BULK AND GENERAL CARGO

D101. STOWAGE: All goods embarked or disembarked within the port's jurisdictional area (except for private terminals, which are subject to specific arrangements to be established by the Port Administration) shall pay a "stowage fee" when embarking and disembarking on ships, vessels, or similar units in accordance with the following table:

Cargo Description	Tariff Unit	Applicable Rate (USD)
D101.1 Solid bulk cargo:		
Cereals, feed and other foodstuffs, grains, other than wheat grain.	Ton	9.36
Wheat grain.	Ton	9.36
Flour and bran.	Ton	9.36
Cements, pozzolans and *clinkers.*	Ton	9.36
Coals, coke, and other energy products	Ton	9.36
Raw ores.	Ton	9.36
Regularly graded ores.	Ton	9.36
Sands (for coastal navigation between national ports).	Ton	9.36
Small stones, rough stones, gravel (for coastal navigation between national ports).	Ton	9.36
Bulk sugar.	Ton	9.36
Other solid bulk cargo.	Ton	9.36
D101.2 General cargo: Wheat flour, bagged	Ton	14.86
Fractional (single casings, boxes, canisters, bales, bundles and drums or other single loads).	Ton	15.42
Unitized (pre-slung, palletized, pre-strapped, small non-ISSO containers, CKD or equivalent).	Ton.	15.6
D101.3 Special cargo:		
Light vehicles in vertical movement.		
Empty heavy-duty vehicles in vertical movement.	Vehicle	44.4
Light Ro/Ro vehicles.	Vehicle	44.4
Empty Ro/Ro heavy vehicles.	Vehicle	22.2
Trailers accompanying the vehicle.	Vehicle	22.2
Isolated trailers.	Vehicle	15.2
Ro/Ro cargo (on specialized vehicles reembarking at the end of the operation or belonging to the terminal).	Vehicle	15.2
Project cargo, industrial and agricultural machinery, vessels, and rail equipment, in Ro/Ro Project cargo, industrial and agricultural machinery, vessels and railway equipment in vertical movement.	Ton.	15.2

Stone blocks.	Ton.	15.2
Logs and round wood.	Ton.	13.3

D101.4 Transhipment goods (leaving a ship to another in the port's jurisdiction without interim storage) shall be subject to the rates shown in Table above, with a reduction of 30% for each of the loading or unloading operations when considered in isolation.

D102. TRAFFIC: Any goods that are handled within the port's jurisdiction, from unloading of the ship to the delivery by the port or terminal and from receipt to shipment (except for private terminals, which are subject to specific arrangements to be established by the Port Administration), shall pay a "traffic rate" in accordance with the following table

Cargo Description	Tariff Unit	Applicable Rate (USD)
D102.1 Solid bulk cargo:		
Cereals, feed and other foodstuffs, grains, other than wheat grain.	Ton.	7.00
Wheat grain.	Ton.	4.20
Flour and bran.	Ton.	8.40
Cements, pozzolans and clinkers.	Ton.	4.20
Coals, coke, and other energy products	Ton.	4.20
Raw ores.	Ton.	7.00
Regularly graded ores.	Ton.	5.60
Sands (for coastal navigation between national ports).	Ton.	2.80
Small stones, rough stones, gravel (for coastal navigation between national ports).	Ton.	2.80
Bulk sugar.	Ton.	8.40
Other solid bulk cargo.	Ton.	5.60
D102.2 General cargo:		
Wheat flour, bagged.	Ton.	11.20
Refrigerated or frozen goods.	Ton.	5.60
Fractional (single casings, boxes, canisters, bales, bundles and drums or other single loads).	Ton.	8.40
Unitized (pre-slung, palletized, pre-strapped, small non-ISSO containers, CKD or equivalent).	Ton.	7.00

D102.3 Special cargo:		
Light vehicles in vertical movement.	Vehicle	42.00
Empty heavy-duty vehicles in vertical movement.	Vehicle	84.00
Light Ro/Ro vehicles.	Vehicle	28.00
Empty Ro/Ro heavy vehicles.	Vehicle	56.00
Trailers accompanying the vehicle.	Vehicle	21.00
Isolated trailers.	Vehicle	56.00
Ro/Ro cargo (on specialized vehicles reembarking at the end of the operation or belonging to the terminal).	Vehicle	28.00
Project cargo, industrial and agricultural machinery, vessels, and rail equipment, in Ro/Ro	Ton.	42.00
Project cargo, industrial and agricultural machinery, vessels, and railway equipment in vertical movement.	Ton.	84.00
Stone blocks.	Ton.	30.00
Logs and round wood.	Ton.	140.00

D102.4 Mobile Harbour Crane - immobilization charge

Charge will be applied when Terminal is requested by shipping line, agent or BCO to immobilize crane to attend a specific request that will enable terminal from utilizing equipment for other discharge operations. The crane immobilization charges are based on an hourly rate per crane.

Item Number	Service Type	Chargeable Unit	Charge in USD
D102.5	Crane immobilization charge	Per Hour	1500

D103. STORAGE (general cargo)

Storage period	Tariff unit	Applicable rate
1. Until the 5th day, with deductible	ton * day	Free
*1'. Until the 5th day, with deductible**	ton * day	5.00
2. 6th to 20th	ton * day	5.00
3. 21th to 30th	ton * day	10.00
4. More than 30 days	ton * day	12.50

*** D103.1** *applies to goods taken from containers. Any cargo destuffed from containers will pay the charges from the first day.*

D103.2 Uncovered storage fees for general cargo are invoiced at 50% of the values mentioned above in D103

D103.3 The storage of goods at port terminals, either covered or uncovered, on embankments or in warehouses, may be subject to a "storage fee" with five-day deductible

KMCT Common Tariff of Container Terminal Operation

(This rate table is effective from 8th July, 2022)

Item		Rate		Illustration
1. Loading / Discharging	Full	20'	3,100 / move	Rates cover all cost of facilities, equipment and normal services with loading or discharging container at the terminal from gate to vessel.
		40'	3,700 / move	
	Empty	20'	2,700 / move	
		40'	2,900 / move	
	Transshipment	20'	2,600 / move	
		40'	2,600 / move	
2. Uncontainerized cargo and Non-standard container	Uncontainerized cargo (BB cargo)	On a negotiated base		(1)Rates cover all the cost of facilities, equipment, material, manpower and normal services with loading or discharging cargo at the terminal from gate to vessel. (2)Contact Window: m.t.chen@kmct.com.tw
	Non-standard container (OOG)	14,000 / move		Rates cover all cost of facilities, equipment and normal services with loading or discharging of flat rack and open top containers at the terminal from gate to vessel.
3. Container Storage	Full	20'	100 / day	
		40'	200 / day	
	Empty	20'	100 / day	
		40'	200 / day	
	OOG	20'	300 / day	Including flat rack and open top containers.
		40'	600 / day	

	BB	40 / revenue ton per day		
4. Plug in and out		20' 40'	500 / move	The same container plug in and out at CY.
5. Power supply and monitoring		20' 40'	1,500 / day	
6. Pre-Cooling		20' 40'	1,500 / container	
7. Pre-Trip Inspection		20' 40'	1,500 / container	
8. Reefer data download		20' 40'	1,200 / container	It will be charged for downloading temperature data record of reefer.
9. Reefer temperature reset		20' 40'	500 / container	It will be charged for resetting reefer temperature requested by shipper, consignee, etc.
10. Stuffing / Devanning		160 / revenue ton		(1)Stuffing or devanning CY containers and CFS containers shall be charged by the rate. (2)Stuffing or devanning or re-devanning the special or bulk cargo shall be charged extra 100% per the rate. (3)Stuffing or devanning the whole cargo by manual labor shall be charged extra 100% per the rate.

11. Cargo handling by machinery Less than 3 tons 3 tons or more but less than 5 tons 5 tons or more but less than 7 tons 7 tons or more but less than 10 tons 10 tons or more but less than 20 tons 20 tons or more but less than 30 tons	55 / revenue ton 97 / revenue ton 124 / revenue ton 152 / revenue ton 207 / revenue ton 275 / revenue ton		(1)Using the pallet of KMCT for Break-Bulk cargo. (2)The charge of CFS cargo with 30 tons or more weight will be negotiated.
12. Warehouse storage	40 / revenue ton per day		(1)It will be charged from the day of cargo stored in warehouse. (2)Storage charge will be charged NT$200 if the total amount is less than NT$200.
13. Terminal handling	20'/40'	600 / move	(1) Terminal handling shall be no more than 2 times for customs examination of concentrate container inspection or for operations of checking cargo by customers. The shifting of terminal handling will not be charged. (2) Receipt and delivery of container at the terminal without being loaded onto vessel due to change of exporting vessel where the container/s is/are intended to be loaded or change of port of destination of the container/s . (3)OOG cargo includes flat rack and open top containers.
	OOG	1,200 / move	

14. Drayage in container yard		20'/40' OOG	500 / per trip 1,000 / per trip	
15. Warehouse usage		20' 40'	500 / container 800 / container	It will be charged if warehouse is requested for containers handled from yard by shipper, consignee, authority etc.
16. Forklift usage			800 / hour	It will be charged if forklift is requested additionally by shipper, consignee, authority, etc.
17. Forklift operator			5,000 / shift	(1)It will be charged if forklift is requested additionally by shipper, consignee, authority, etc. (2)4 working hours as a shift; It will be charged as one shift if the working hours be less than 4.
18. Weighing	normal cargo	counted by trailer	200 / vehicle per time	Trailers with no container will be charged by vehicle per time.
	container		200 / container per time	
19. Verified Gross Mass (VGM) Weighing		20' 40'	2,400 / container	(1)It will be charged if VGM weighting is requested by consignee. (2) The rate includes

				services of terminal handling (2 moves), terminal trailer (2 times), and weighing (per container).

20. Cargo / Container inspection requested by authority (container yard)	Dry Reefer OOG	20'/40' 20'/40' 20'/40'	2,200 / container 2,200 / container 4,400 / container	(1)The rates for dry and OOG include services of terminal handling (2 moves) and terminal trailer (2 times). (2)The rate for reefer includes services of terminal handling (2 moves) and plug in and out service (2 moves).
21. Cargo / Container inspection requested by authority (warehouse platform)	Dry	20' 40'	2,700 / container 3,000 / container	(1)All rates include services of terminal handling (2 moves), terminal trailer (2 times), and Warehouse usage (per container). The rates for reefer includes plug in and out service (2 moves) additionally. (2)Warehouse forklift usage will be charged additionally.
	Reefer	20' 40'	3,700 / container 4,000 / container	
	OOG	20' 40'	4,900 / container 5,200 / container	

22. Inspection area cleaning		20' 40'	500 / container	(1)It will be charged if the bulk cargo leaks to the cargo / container inspection area. (2)The rate excludes chemical leak condition.
23. Contaminated container isolated storage		20' 40'	3,000 / day	It will be charged if the contaminated container has to be isolated. The rate excludes derivative disposal cost.
24. Catch basin usage for contaminated container		20' 40'	5,000 / day	It will be charged for catch basin usage in order to avoid the leaked contamination.
25. Container cleaning	oil drain tank (chemical cleaning)	20' 40'	1,000 / container 1,500 / container	
	normal container (water cleaning)	20' 40'	600 / container 800 / container	
26. Dangerous goods labels	Labeling		600 / set	(1)Labeling or removing labels according to the requirements of carriers.
	Removing		500 / set	(2)There are 4 labels in one set.
27. Container inspection		20' 40'	100 / container 150 / container	
28. Drayage for container shut out and re-export		20' 40'	2,000 / container	It will be charged if consignee request to transit the shut out container out of port police inspection station and re-gate in for export.

29. Flat rack container bundling charge	20’ 40’	500 / container	(1)Folding or unfolding flat rack container according to the requirements of carriers. (2)Extra operations such as container maintenance and repairing will be charged additionally.
30. Cargo loading trailer and taking out of warehouse for auctioning by customs	160 / revenue ton		
31. Document reissue	20' 40'	95 / container	(1)It will be charged without bring the original of pick-up slip or for reissuing the original of pick-up slip. (2)Reissuing the Equipment Interchange Receipt (EIR). (3)Reissuing E-invoice. (4)Pickup issue list printed at different office
32. Export EDI charge	20' 40'	200 / container	
33. Import EDI charge	95 / delivery order		It will be charged by import CY or CFS delivery order
34. Service charge for Customs Special Permit	1,000 / per MF No.		It will be charged if consignee request for application service of Customs Special Permit.

35. Overtime fee for releasing import container pickup slip		500 / per MF No.	(1)It will be charged if customs broker come to the counter dealing with releasing pickup slip in excess of regular working hours. (2)Overtime hours are limited to 17:00 to 20:00 on weekdays. (3)Overtime hours are limited to 09:00 to 13:00 on the weekends and national holidays; it will be charged extra 100% per the rate if operation exceeds prescribed hours.
36. Overtime fee for CFS operation		2,000 / per S/O	It will be charged for the cargo operations of CFS warehousing or picking up in excess of regular working hours.
37. Deodorizing fee for empty container	20' 40'	5,000 / container	Deodorization for empty-returned containers with special commodity (such as garlic).
38. OOG handling fee	20' 40'	1,500 / container	(1) It will be charged for import and export OOG shipments which included chassis using and extra storage space with counting five days a period. (2) Lowboy chassis will be charged additionally.
39. Lowboy chassis usage	20' 40'	3,000 / day	It will be charged per day, counting from gate in to gate out.
40. OOG measurement fee	20' 40'	1,000 / container	It will be charged for re-measuring OW/OH of OOG shipments requested by shipper or consignee. Terminal handling will be charged additionally.
41. Attached aluminum foil on container's holes	20' 40'	380 / hole	It will be charged for attaching aluminum foil on containers' holes (hole size within 20cm*20cm).

42. Containers Seals		20’ 40’	100 / seal	It will be charged for sealing containers after entering KMCT
43. Distributed pickup issue list to trucker			50 / container	
44. Shifting	Cell to Cell	20’ 40’	2,000 / container 2,500 / container	Shifting operation according to the requirements of carriers.
	Once Land	20’ 40’	3,700 / container 4,500 / container	

Annotation：

1. According to the Shipping Act, the charge items and rates in this table are executing in principle.
   But in reality, the charge rate is based on mutual consent between the parties.

2. Normal regulations:
   (1)The criteria units of charge in this rate table are listed below:

   (a)The criteria unit of amount of money is the “New Taiwan Dollar (NTD)”.

   (b)The criteria unit of weight is “metric ton”. One metric ton is equal to one thousand kilogram.

   (c)The criteria unit of volume is “one cube meter”. One cube meter is equal to one metric ton. (d)The “day” means the “calendar day”.

(2)The “revenue ton” means that the criteria of charge depend on the higher value between weight ton and measurement ton which is measured by the most length, the most width and the most height of volume of cargo.

(3)The cargo which is charged by ton will be charged basing on one ton. It will be regarded as one ton for the cargo which is less than one ton

(4)The cargo which is laden container devanning at terminal will be charge for the revenue ton of maximum volume or the maximum weight as the criteria of shipper. It means that 20 feet container and 40 feet container is equal to 25 tons and 50 tons, respectively. If the measured ton of cargo is more than the criteria, it will be charged by the measured ton.

(5)The charge will be negotiated especially for the operation of special work or cargo.

(6)All the rates on the table shall be levied an extra value added tax (VAT) 5%.

3. The common tariff is authorized by Official Letter NO. 1113302825 issued by Maritime and Port Bureau (MPB), MOTC on 6th June, 2022.