

## BAHRAIN PORTS TARIFF 2017



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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 Non-containerised 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 GIIC jetty
- E Hyundai jetty
- F ALBA jetty
- G the Industrial Area private jetty
- H ASRY 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 GIIC 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 loading 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-middle-east/bahrain/about-us/business-center> ;

**"TEU"** means a twenty foot equivalent unit;

**"Transshipment"** 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 All-in 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 All-in 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 GIIC, 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).

### 3.3 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.

### 3.4 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 all-in assistance as per 3.2.1.

### 3.5 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

### 3.6 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.

#### 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 unlashng.

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 transshipment 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 Transshipment 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 Transshipment 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	Transshipment 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 unlashings.
- 4.2.4 Rate includes gate and LOLO charges.
- 4.2.5 Storage charges apply in addition to Charges for Discharging and Loading of Transshipment Containers.
- 4.2.6 25% Surcharge applies for discharge and load on non-cellular Vessels.
- 4.2.7 Road transshipment 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
			Transshipment	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 Storage	Import Full	Up to 9 days	Free	Free	Free
			10 - 21 days	BHD 1.650	BHD 3.300	BHD 3.850
			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	BHD 12.100
		Export Full	Up to 11 days	Free	Free	Free
			12 – 21 days	BHD 1.650	BHD 3.300	BHD 3.850
			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	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 Electricity and Monitoring Charges

Ref no.	Category	Status	On Account of	Unit	Charges in BHD
4.6.1	Reefer Electricity and Monitoring	Import	Consignee	Per Reefer	BHD 12.500
		Export	Vessel Agent	Container Per Day	BHD 13.500

4.6.2 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.

- 4.6.3 Reefer Electricity and Monitoring charges commences from the day the Container is plugged into the Port electricity supply.
- 4.6.4 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.
- 4.6.5 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 transshipment 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: <ul style="list-style-type: none"> <li>• Cancellation or delay without at least 12 hours prior notice.</li> <li>• Non-readiness of the Vessel.</li> <li>• Any stoppage during operations that is not on account of the Port Operating Company.</li> </ul>	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 De-stuffing/Stuffing – Non-Palletized Cargo			Per FT	BHD 2.500
4.11.3	LCL Container De-stuffing/Stuffing		Forwarding Agent	Per FT	BHD 3.600
4.11.4	Lashing of de-stuffed Cargo onto External trucks or vice-versa	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 De-stuffing/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 flat-racks	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
			Over-dimensional 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 load (import, export and transshipment)	Vessel Agent	General Cargo		Per FT	BHD 1.800
			Cargo in bags - 50 Kgs or below			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
				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, tween-decks 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	Transshipment	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 non-military 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	Transshipment
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 transhipped 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 transshipment 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 15 Tons		BHD 19.000
		Fork lift		Up to 25 Tons		BHD 31.700
		Crane		Up to 65 Tons		BHD 39.000
		Trailer (flat-bed)				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

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	Penalty for mis-declaration of Tonnage, measurement, piece count or commodity	Consignee /Shipper	First offence	Per occurrence per container	BHD 300.000
			Subsequent offences	Per occurrence per container	BHD 600.000
6.2.6	Penalty for undeclared, mis-declared, 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 sub-contractors/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/about-us/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.*