



## **PORT TARIFF 2017 / 2018**

### **INCLUDING GENERAL TERMS AND CONDITIONS**

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*Port Tariff issued by the Port, Duly approved by the Board of Directors*

***For Clarifications or questions, please refer to;***

*Sohar Industrial Port Company SAOC / SOHAR Port and Freezone*

*Attention to the Commercial Department.*

*Address to: Executive Commercial Manager or Commercial Manager*

## GENERAL TERMS AND CONDITIONS

FOR PORT DUES, MARINE CHARGES AND ANCHORAGE SERVICES FOR SEAGOING VESSELS

### 1. GENERAL

#### Article 1. DEFINITIONS

##### A. ADMINISTRATION

The administration and the management of the SOHAR Port and Freezone operations are under the "Sohar Industrial Port Company SAOC" hereinafter referred to as "SIPC". This present tariff covers all of Sohar Port activities.

##### B. JURISDICTION

SIPC has jurisdiction over all of the areas set out in the Port Ordinance (hereinafter called 'The Port Authority').

##### C. APPLICATION AND INTERPRETATION OF TARIFF

Tariffs, rules and regulations are issued by the SIPC and regularly updated. The validity date at the bottom of the document refers.

These rates, rules and regulations shall apply equally to all users of the Port (and to any individual, person, firm or corporation engaged in and/or responsible for the handling of a vessel and/or the movement of its cargo, including but not limited to: vessel and/or cargo Agents, Charters, Brokers, Freight Forwarders and Shippers or consignees) and generally shall apply to all traffic at the Port.

##### D. PORT, PORT AREA

The port basins, sites, waters, quays, anchorage, landing stages, mooring posts, buoys and other similar works or facilities belonging to SIPC or the parties with which SIPC has entered into a cooperation agreement for the calculation and collection of port dues, marine charges and/or other dues.

The Port Area is marked on the map appended to these General Terms and Conditions as Annex 2.

##### E. PORT CUSTOMERS / CLIENT

All users of the Port (and to any individual, person, firm or corporation engaged in and/or responsible for the handling of a vessel and/or the movement of its cargo, including but not limited to: vessel and/or cargo Agents, Charters, Brokers, Freight Forwarders and Shippers or consignees) who are registered with The Port.

Port registration is subject to the commercial registration documents / registered activities, bank guarantee submission and other registration related documents.

##### F. CONSENT TO TERMS OF TARIFF

The use of the Port shall constitute a consent to the terms and conditions of this tariff, and evidence of agreement on the part of all vessels, their Owners, Operators, Charters, Mortgagees or Agents, the Cargo Owners and Agents (Shippers or Consignee) and other users of the Port, to pay all charges specified, and to be governed by all rules and regulations appertaining to the Port.

G. ALTERATIONS TO TARIFF

SIPC reserves the right to alter, change, or amend from time to time any or all charges, terms, conditions or interpretations contained in this booklet with or without prior notice.

H. RIGHT TO RECEIVE RECORDS

SIPC reserves the right of receive all cargo manifests, documents and other information relating to vessels or cargo for the purpose of audit and verification of reports filed and assessment of charges. Any such information so acquired shall not be disclosed to any person other than a member of SIPC in carrying out official duties required by law. The port is prevailing the right to charge 25% surcharge on total invoice value, when the client fails to provide full access to the needed documents on time.

I. INSURANCE

Charges published in this tariff do not include any expense for insurance covering the cargo, containers, vessels or other equipment. It is the Port users' responsibility to provide such insurance coverage.

J. CURRENT EDITION AND VALIDITY

Current tariff edition refers to sequence # 8 and is valid for a year period commencing from 01st July, 2017 till 30th June, 2018.

K. TARIFF CURRENCY

All Charges are presented here is in US Dollar currency and equivalent in Omani Riyal

L. PAYMENT OF INVOICE

All invoices are issued as due on presentation. However, normal terms are payment within 3 days of invoice date.

M. CPI

Indexation process is applicable for all port tariff on yearly basis. The CPI means the average Consumer Price Index of Oman and average Consumer Price Index of United States of America.

N. BANK GUARANTEE

The Port customers shall submit the original bank guarantee to the port prior to the client's registration with the port. The minimum guarantee amount shall be RO 5,000/- with the validity of one year from the date of guarantee issued. Upon renewal, for the first 3 years, the guarantee amount shall be subject to the monthly average invoice volume / on yearly basis or RO 5,000/- (Whichever is higher). After completion of 3 years, the guarantee amount shall be subject to the monthly average invoice volume of the last completed 3 years or RO 5,000/- (whichever is higher).

O. IT-APPLICATIONS

The Port's current IT application is 'Port Management System'.

- P. Harbour Master  
The Harbour Master of SOHAR Port and Freezone designated by SIPC, who is also the head of the Marine Department of SIPC.
- Q. Gross Ton, GRT  
The unit of measurement for the gross content of a Seagoing Vessel as referred to in the International Convention on Tonnage Measurement of Ships, London 1969 (Treaties journal 1979, no 122 and 194);
- R. Length Overall, LOA  
The unit of measurement for the overall length of a Seagoing Vessel as referred to in the International Convention on Tonnage Measurement of Ships, London 1969 (Treaties journal 1979, no 122 and 194);
- S. SIPC  
Sohar Industrial Port Company SAOC.
- T. Liquid Cargo / Tanker Vessel  
A merchant vessel designed to transport liquids or gases in bulk. Major types of tankship include the oil tanker, the chemical tanker, and gas carrier.
- U. General Cargo Vessel  
A cargo ship or vessel that carries cargo, goods, and materials including container
- V. Container Ship  
A seagoing vessel intended and used exclusively for container transport by virtue of its construction and equipment;
- W. Cruise ship  
A Seagoing 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.
- X. Car carrier  
A Seagoing Vessel intended and used for transport of cars, vans and/or trucks whether or not in combination with other rolling stock.
- Y. Roll-on/Roll-off ship  
A Seagoing Vessel principally intended and used for transporting Cargo, which is fully or partially loaded and discharged to and from the vessel on wheels via a dedicated loading ramp that forms part of the permanent equipment of the vessel.
- Z. Mooring Service  
Purpose for making fast a vessel by taking its lines and attaching them to fixtures on quays or jetties, following instructions from the captain of the vessel, in the mooring sector designated by the Port Authority, and in the appropriate order and layout in order to facilitate docking, unmooring and unberthing operations.

- AA. Unmooring Service  
To release and cast off the lines of a vessel from the fixtures to which it is moored, following the sequence and instructions issued by the captain, and without affecting the mooring conditions of contiguous vessels.
- AB. Tug  
A Seagoing Vessel primarily intended or used for towing or pushing other Vessels.
- AC. Pilotage Service  
The act, carried out by a licensed pilot, of assisting the master of a ship in navigation and maneuvering when entering, leaving or shifting in a port or the approaches thereto, and includes the provision of the pilot launch.
- AD. Bunkering  
The act of taking on fuel required by the Seagoing Vessel itself.
- AE. Vessel  
Any floating body, not being a type of ship defined elsewhere in this article, that, on account of its buoyancy is intended or used for transportation by water or for carrying objects, whether or not such objects are part of the floating body.
- AF. Warship  
A Seagoing Vessel deployed on behalf of the Royal Navy of Oman or the navy of a foreign power, commanded by a naval officer and fully or partially manned by military personnel.

## **Article 2. APPLICABILITY**

- 2.1 Unless otherwise agreed by the parties in writing, these General Terms and Conditions apply to the use of the Port Area by the Client and to all agreements under which SIPC renders services to the Client as well as to all offers and quotations of SIPC related to port services.
- 2.2 Insofar as not agreed otherwise explicitly and in writing, the Client waives the applicability of any of its own general terms and conditions, and SIPC explicitly rejects the applicability of the Client's general terms and conditions.
- 2.3 Amendments to and/or deviations from the provisions of these General Terms and Conditions will only be binding on SIPC insofar as explicitly accepted by SIPC in writing.

### **Article 3. PERFORMANCE OF THE SERVICES**

- 3.1 SIPC is entitled to perform the services specified in these General Terms and Conditions as it sees fit.
- 3.2 SIPC will endeavor to perform the services to the best of its ability.
- 3.3 The Client will at all times provide SIPC with all information necessary for the proper performance and billing of the services in a timely manner, and will grant all cooperation thereto.
- 3.4 Any time the Client fails to provide SIPC with the necessary information or fails to do so in a timely manner, SIPC will be entitled to suspend performance of the services.

## **2. PORT DUES**

### **Article 4. PAYMENT OF PORT DUES**

- 4.1 If the Client with a Seagoing Vessel uses the Port or purchases other services in this context from SIPC, the client will incur port dues and other applicable charges, to be paid to SIPC.

### **Article 5. RATES OF PORT DUES**

- 5.1 The port dues incurred by the Client are calculated in accordance with the calculations set out in annex 1, which annex is attached to these General Terms and Conditions.
- 5.2 The application of the rates for Seagoing Vessels only includes whole units of the content expressed in Gross Tons (GRT) based on the International Tonnage Certificate (ITC).

### **Article 6. INVOICING**

- 6.1 The port dues are calculated and invoiced on the basis of the content expressed in Gross Tons (GRT) based on the International Tonnage Certificate (ITC).

### **Article 7. CALCULATION OF THE PORT DUES / INSIDE PORT BASIN**

- 7.1 For the calculation of the port dues a distinction (different tariff) is made and the rates are structured based on the classifications of the vessels (Liquid, General and Car Carriers / Ro-Ro).
- 7.2 "Port dues inside port basin" are invoiced for all vessels entering Sohar's Port Basin. This Inner Port Basin covers the entire port area with the exception of the VALE jetties and the anchorage area. Most of the locations inside Port Basin are situated behind 'Breakwater 1'; however also the 'L&T Berths' are considered part of the Inner Port Basin. These berths are situated behind another breakwater ('Breakwater 2'), at a different geographical location (refer to map below);

The port dues (inside Port Basin) are calculated as follows;

- *Day 1 to 5 (irrespective of the total number of days) are charged at a rate per GRT of the vessel*
- *For the calculation of port dues, a day is a 24 hour period (not a calendar day)*
- *After the first 5 days, a charge called 'Additional Port Dues' (per GRT of the vessel) per additional day applies*
- *Additional Port Dues is per day / minimum 24 hours*
- *The start time and end time for calculating the port dues is the passing of the respective breakwater (BW 1 or BW 2).*
- *In case a vessel enters (and exits) the Inner Port Basin multiple times during 1 call (e.g. going to Berth 1, then going to Anchorage, then coming back to Berth 1), the total time the vessel is inside the Inner Port Basin is accumulated. This includes the time spent behind BW 1, as well as the time spent behind BW 2. However, there is one exception;*

Should there be more than 120 hours (5 days) between its last exit from BW and its next entrance, the duration is no longer accumulated and new port dues will be due. In this case, call need to be registered again as new and the registration should be on the time when the vessel ordered to enter the port basin.

## **Article. 8. CALCULATION OF THE PORT DUES / OUTSIDE PORT BASIN**

- 8.1 For vessels going to a berth outside the Inner Port Basin (currently this is only the VALE jetties), Port Dues outside Port Basin will be applicable. Currently, there is only one classification of the vessel called 'General Cargo'.
- 8.2 The start time of each 'stay' is the time of arrival at berth and the end time of each 'stay' is the time of departure from the berth.

The port dues (outside Port Basin) are calculated as follows;

- *Day 1 to 5 (irrespective of the total number of days) are charged at a rate per GRT of the vessel*
- *For the calculation of port dues, a day is a 24 hour period (not a calendar day)*
- *After the first 5 days, a charge called 'Additional Port Dues' (per GRT of the vessel) per additional day applies*
- *Additional Port Dues is per day / minimum 24 hours*
- *In case a vessel enters (and exits) the Outer Port Basin multiple times during 1 call (e.g. going to Berth 22, then going to Anchorage, then coming back to Berth 23), the total time the vessel is inside the Outer Port Basin is accumulated. This includes the time spent at Berth 22, 23 & 24. However, there is one exception;*

Should there be more than 120 hours (5 days) between its last exit from Berth and its next entrance, the duration is no longer accumulated and new port dues will be due. In this case, call need to be registered again as new and the registration should be on the time when the vessel ordered to enter the berth.

- 8.3 In case a vessel is in Sohar visiting both locations inside and outside port basin, the duration of the stay at these 2 locations is NOT cumulated. Example: for a vessel going inside port basin for 3 days and then outside port basin (VALE jetty) for 2 days, 2 separate port dues will be invoiced (each worth 5 days).

The invoice is sent to the Ship Agent of the first handling in the call. If another agent is involved in the call and only 1 port due needs to be invoiced, it will still be invoiced to the first agent.

If another agent is involved in the call and multiple port dues are due (which start when the second agent is in charge), the second port due will be invoiced to the second agent.

### **Article. 9. PORT DUES ON LAYBY**

When a vessel is coming to the port specifically for lay-by purposes (and no cargo operations are planned), the port dues are not invoiced, but "lay-by" charges are invoiced instead.

Lay By charges are calculated per day (minimum 24 hours) and per length of vessel.

The start and end time of "lay-by" is recorded by the Port Control Officer (PCO).

### **Article. 10. REBATES ON PORT DUES**

- 9.1 Green Award - When a vessel is "GREEN AWARDED", a discount of 5% applies on the port dues. This Green Award should be indicated by the agent at the time of creating the call. It will be verified and approved by SIPC before the discount applies because the Green Award has a limited validity period.

- 9.2 Environmental Ship Index (ESI) - SOHAR Port and Freezone announces that participating ships under the Environmental Ship Index (ESI) with a valid ESI score higher than 20 points will enjoy a rebate of 5 % on the port dues with effect from 1 January 2014.

The total rebate amount under this scheme during the year is subject to a maximum amount of 1 % of the total port dues during the preceding year.

This ESI certificate should be indicated by the agent at the time of creating the call. It will be verified and approved by SIPC before the discount applies because the ESI has a limited validity period.

*In case the submission of certificates is during or after the call, the rebate will not be considered.*



### 3. MARINE SERVICES

The SOHAR Port hosts a variety of marine services, all established and operated by national and internationally experienced companies to allow efficient one-stop shop service provisions for vessels calling The Port.

#### **Article 11. Linesman Services / Inside Port Basin and Outside Port Basin**

- 10.1 Linesmen provide the mooring and unmooring services in the port.
- 10.2 For every handling (IN, SHIFT, OUT) for which this service is provided, it will be invoiced.
- 10.3 Currently the flat rate includes 1 mooring & 1 unmooring activity.
- 10.4 A 50% surcharge / overtime applies during weekend (currently Friday) and public holiday/s.

#### **Article 12. Tug Towing Services / Inside Port Basin and Outside Port Basin**

- 12.1 Tug utilization for moving vessels in and out of the port including shifting (birth to birth, within the port, to anchorage and vice versa) and any movement performed between offshore.
- 12.2 Charges per tug per hour / minimum a hour. The tugboat usage is invoiced per hour, from the time the tug boat departs from the service jetty until the time it returns to the service jetty.
- 12.3 Tug boat charges depends on the LOA of the vessel it is assisting.
- 12.4 The charge itself is applied per deployed tug, per hour, with a 50% surcharge in case of overtime. (The time of each individual tug is counted, not the cumulated time of tug usage. Example: 2 tugs used for 1.5 hours each, means an invoice for 4 hours (not 3 hours).
- 12.4 IMGD surcharge is applicable for all Tanker vessels, a surcharge of 50% on the total tug charges (the 'total charge' includes the overtime surcharge if applicable).
- 12.5 50% surcharge / overtime per tug during weekend (currently Friday) and public holiday/s.
- 12.6 To determine if overtime applies, the start time of the service is the determining factor.

## **Article 13. Pilotage Services / Inside Port Basin and Outside Port Basin**

- 13.1 Charges per service / movement including pilot boat hire charges.
- 13.2 Pilotage service for vessels in and out of the port including shifting (birth to birth, within the port basin, to anchorage vice versa) and any movement performed between offshore.
- 13.3 50% surcharge / overtime per service during weekend (currently Friday) and public holidays
- 13.4 To determine if overtime applies, the start time of the service is the determining factor.

## **4. ANCHORAGE SERVICES**

The port is providing the different anchorage services and a designated areas are marked to be used for the following operations;

- *Anchorage A: Waiting area*
- *Anchorage B and D: Marine supply / Crew change / Repairs / Long period Lay-up*
- *Anchorage C and E: STS transfers / Bunker services*

## **Article 14. Anchorage Services**

When a vessel is staying in the anchorage zones the total duration of its stay at anchorage is invoiced

To determine the applicable charge, the actual reason for anchoring is relevant instead of the location of anchorage (area A, B, C, D or E). A distinction is made between anchoring for:

- *Bunkering*
- *STS operations*
- *Clearance*
- *Other reasons (waiting for berthing instructions, long period layup, repairs, crew handling, stores etc.)*

During the same call a vessel may visit one or more anchorage zones multiple times. The time spent in each anchorage zone is cumulated. However, the calendar days which are being invoiced for "STS operation" at the anchorage area are not considered in the calculation of the total duration.

Anchorage charges are calculated per calendar day

Anchorage Charges;

Anchorage for Bunkering: Flat rate per day

Anchorage for STS operations: No charges apply during STS days; these are covered under STS charges.

Anchorage for Clearance: A fixed rate per call applies. A port service like water supply, crew change, stores, bunkering, Ship to Ship operations, etc. request is compulsory to apply.

Anchorage for 'Other reasons': A graduated calculation per day is applicable, whereby the first 5 days of anchorage are free of charge; the following days are charged on a daily basis with different rates for days 6-15, 16-20, > 21.

## **Article 15. Ship to Ship Services (STS)**

The port is providing different method of ship to ship services.

- STS Operation at Anchor
- STS Operation Underway

Two vessel calls will be made for the vessels involved in STS (Ship to Ship) operations at Anchorage C and E. Both these calls will be made by the appointed clients or STS Service provider.

### **STS Operation at Anchor**

The STS charges are determined by the largest vessel (expressed in GRT).

The charge further varies in function of the GRT of the vessel:

- =< 45.000 GRT: flat fee per operation
- = > 45.000 GRT: rate per GRT

The Tug services for STS operations are classified as;

- Tug for STS Operations
- Tug for STS Assistance

Tug hours for STS Operations, 6 hours are free of charge. To determine the total time of "Tug Usage for STS operation", the total time of each deployed tug is cumulated. From this total time the 6 hours free of charge are subtracted. Example: if 4 tugs are used for STS operations and each tug is deployed for 6 hours, the charge for "Tug Usage for STS Operations" is 18 hours (4 tugs \* 6 hours = 24 hours – 6 hours = 18 hours).

A specific rate exists for "Tug Usage for STS operation" (per tug-hour).

For "STS Assistance" the rates for "Port Boat Charges" apply (each port boat has a different rate).

## **STS Operation Underway**

In case the maneuvering of the vessels is done underway before and after the STS operations, a specific flat rate per operation is applicable.

A specific rate exists for "Tug Usage for STS operation" (per tug-hour).

To determine the total time of "Tug Usage for STS operation", the total time of each deployed tug is cumulated. Note, in this case no 6 hours are subtracted. Example: if 4 tugs are used for STS operations and each tug is deployed for 6 hours, the charge for "Tug Usage for STS Operations" is 24 hours (4 tugs \* 6 hours = 24 hours).

For "STS Assistance" the rates for "Port Boat Charges" apply (each port boat has a different rate).

## **Article 16. Port Boat Charges**

When a port boat is rented, the rental service is invoiced. As different rates apply for each port boat, the rented port boat will be identified (by name) during the rental process.

Whether or not overtime is applicable is determined by the start time of the rental period. Overtime is applicable during weekend (currently Friday) and public holiday/s.

The rental is invoiced per started hour with a 50% surcharge for overtime. Different rates apply for the first hour compared to following hours.

## **Article 17. Project Cargo Surcharge**

The project cargo surcharge is applicable per freight ton (w/M) on project cargoes destined for projects inside SOHAR Port concession area.

The surcharge will be levied via the shipping agent. Project Cargoes are defined as all material and equipment that will be used for the construction of projects inside SOHAR Port concession area. Pipes and related equipment for pipelines outside SOHAR Port concession area will not be affected by the surcharge. Cargoes for receivers/shippers outside SOHAR Port concession area will also not be affected by the surcharge.

## **Article 18. Port Invoices and Payment**

The Client is required to pay the port invoices upon receipt of the invoice from SIPC.

The Client must pay the all dues and charges to SIPC after receiving the invoice and within three calendar days of the invoice receipt date by transferring the charged amount to the bank account of SIPC indicated on the invoice.

Disputes between SIPC and the Client do not entitle the Client to suspend payment.

## **Port Tariffs**

**Version #8 | Valid from 1 August 2017 until 30 June 2018**

1. Rates for Port Dues (Inside Port Basin)
2. Rates for Marine Services (Inside Port Basin)
3. Rates for Port Dues and Marine Services (Outside Port Basin)
4. Rates for Anchorage Services
5. Rates for Port Boat Services
6. Project Cargo Surcharge

## 1. Rates for Port Dues - Inside Port Basin

Port dues tariff applicable for the period not exceeding 5 days / 120 hours

Class :	Type of Ship	GRT Tariff	
		in US\$	in OMR
A	Vessels or tankers carrying liquid or liquefied oil related products in bulk cargo including gas and chemicals	0.2563	0.0987
B	Vessels not carrying any liquid or liquefied products in bulk cargo including gas and chemicals	0.0516	0.0199
B	General cargo ships	0.0516	0.0199
B	Project cargo ships	0.0516	0.0199
B	Container ships	0.0516	0.0199
C	Car Carriers / Ropax and Roll-on / Roll-off Ships	0.0283	0.0109

### Additional port dues tariff applicable after 5 days / 120 hours

Class :	Type of Ship	GRT Tariff	
		in US\$	in OMR
A	Vessels or tankers carrying liquid or liquefied oil related products in bulk cargo including gas and chemicals	0.0486	0.0187
B	Vessels not carrying any liquid or liquefied products in bulk cargo including gas and chemicals	0.0111	0.0043
B	General cargo ships	0.0111	0.0043
B	Project cargo ships	0.0111	0.0043
B	Container ships	0.0111	0.0043
C	Car Carriers / Ropax and Roll-on / Roll-off Ships	0.0111	0.0043

### Port dues tariff applicable for lay-by

Lay by service	Details 1	Details 2	Tariff	
			in US\$	in OMR
General	Port dues on Lay by berth	Per day / per meter length overall of the vessel	7.173	2.762

## 2. Rates for Marine Services - Inside Port Basin

### Mooring and unmooring charges

Linesman	Details 1	Details 2	Tariff	
			in US\$	in OMR
	Mooring and Unmooring Charges	Includes one mooring and one unmooring	153.76	59.197
	Mooring Charges	Per activity	76.88	29.599
	Unmooring Charges	Per activity	76.88	29.599
	Surcharge / Overtime *	Per activity	38.44	14.799

\* Overtime during Weekend (currently Friday) and public holiday (s)

## Tug boat charges

Tug Boat	Details 1	Details 2	Tariff	
			in US\$	in OMR
	Tug Boat Charges *	Charges per tug , per hour / based on the LOA of the vessel		
	(For moving vessels in and out of the port including shifting and offshore operations)			
i)	LOA 0.00 - 99.99	Charges per tug, per hour	387.24	149.088
ii)	LOA 100.00 - 199.99	Charges per tug, per hour	546.70	210.478
iii)	LOA 200 and above	Charges per tug, per hour	728.93	280.638
	IMDG **	50% of the tug charges, per tug		
	Surcharge / Overtime **	50% of the tug charges, per tug including IMDG		
<p>* Minimum one hour and each hour above first hour, rounding to next complete hours</p> <p>** Applicable for all tankers</p> <p>*** Overtime during Weekend (currently Friday) and public holiday (s)</p>				

## Pilotage fees

Pilotage	Details 1	Details 2	Tariff	
			in US\$	in OMR
	Pilotage Fees	Includes one move in and one move out	512.53	197.323
	Pilotage Fees / per activity	Per activity / Per move	256.27	98.662
	Surcharge / Overtime *	Per activity / Per move	128.13	49.331
<p>* Overtime during Weekend (currently Friday) and public holiday (s)</p>				

### 3. Rates for Port Dues & Marine Charges – Outside Port Basin

Outer Port Basin	Details 1	Details 2	Tariff	
			in US\$	in OMR
Port Dues	Port Dues / applicable for the first five days / 120 hours	Per GRT	0.113	0.0436
	Additional Port Dues / applicable after first 120 hours	Per GRT, Per Day (minimum 24 hours)	0.049	0.0187
Linesman	Mooring and Unmooring Charges	Includes mooring and unmooring	4,022.85	1,548.795
	Mooring Charges	Per activity	2,011.42	774.398
	Unmooring Charges	Per activity	2,011.42	774.398
	Surcharge / Overtime *	Per activity	1,005.71	387.199
Pilotage	Pilotage Fees	Includes one move in and one move out	11,158.95	4,296.195
	Pilotage Fees / per activity	Per activity / Per move	5,579.48	2,148.098
	Surcharge / Overtime *	Per activity / Per move	2,789.74	1,074.049
Tug Boat	Tug Boat Charges	Charges per tug, per hour	1,454.77	560.085
	(For moving vessels in and out of the port including shifting and offshore operations)			
	Surcharge / Overtime *	50% of the tug charges, per tug	727.39	280.043

\* overtime during Weekend (currently Friday) and public holiday (s)



## 4. Rates for Anchorage Services

Services	Details 1	Details 2	Tariff		
			in US\$	in OMR	
1. Bunkering	Anchorage Charges for Bunkering Service	Per Operation / Per Metric Ton	0.00	0.00	
	(Tariff under revision / will be notified in the coming period)				
2. Ship to Ship Services					
STS	STS Operation at Anchorage Area	At designated anchorage area			
	Vessels up to 45,000 GRT	Per operation	17,084.25	6,577.436	
	Vessels over 45,000 GRT	Per GRT for each operation	0.40	0.154	
	STS Operation at Underway Berthing		12,710.66	4,893.603	
	* STS days (calander days) are excluded from total anchorage stay period				
2.1 - Ship to Ship Services					
Tug Boat	Tug Charges for STS Operation at Anchorage Area	Per Tug, Per Hour	728.93	280.638	
	(First 6 hours are free of charge ) *				
	Tug Charges for STS Operation at underway berthing	Per Tug, Per Hour	728.93	280.638	
	Tug Charges for STS Assistance Services	Per Tug, Per Hour			
	Tug Svitzer Sohar / Svitzer Shinas	For the first hour (minimum a hour)	569.48	219.248	
		Any additional hour or part thereof (minimum a hour) **	113.89	43.849	
	Tug Svitzer Hormuz / Svitzer Liwa / Svitzer Al Khaburah/ Svitzer Muscat	For the first hour (minimum a hour)	854.21	328.872	
		Any additional hour or part thereof (minimum a hour) **	284.74	109.624	
	Surcharge / Overtime ***	50% of the tug charges, per tug			
	* the total time of each deployed tug is cumulated				
	** each additional timing after the first hour, shall be rounding to its next complete hours				
	*** overtime during Weekend (currently Friday) and public holiday (s)				
	3. Clearance	Anchorage Charges for the Clearance Service *	Per clearance	398.63	153.47
4. Rates for Anchorage Services	Anchorage Charges for dedicated provisions (Fresh Water, Crew Change, Stores etc...)	Per activity	398.63	153.47	
	* Port clearance service application must include any port service request				
5. Anchorage Dues (Applicable for all the vessels)			in US\$	in OMR	
	Anchorage Stay Charges;				
i)	0 - 5 days	Free of charge	0.00	0.000	
ii)	6 - 15 days	Charges per day (minimum a calendar day / 24 hours )	444.19	171.01	
iii)	16 - 21 days	Charges per day (minimum a calendar day / 24 hours )	888.38	342.03	
iv)	21 - above	Charges per day (minimum a calendar day / 24 hours )	1,480.63	570.04	

## Long term anchorage stay / Lay-up services

Lay-up	Details 1	Details 2	Tariff	
			in US\$	in OMR
	Anchorage Charges for long period lay-up services	Per call, minimum @ monthly rate (30 days)	15,000.00	5,775.00
	Anchorage Charges for long period lay-up services	Above 30 days, each day additional @ per day	500.00	192.500

## 5. Rates for Port Boat Services

Port Boat Services	Details 1	Details 2	Tariff	
			in US\$	in OMR
Pilot Boat	Pilot Boat Charges	For the first hour (minimum a hour)	444.19	171.013
		Any additional hour or part thereof (minimum a hour) *	113.89	43.849
Tug Boat	Tug Svitzer Sohar / Svitzer Shinas	For the first hour (minimum a hour)	569.48	219.248
		Any additional hour or part thereof (minimum a hour) *	113.89	43.849
Tug Boat	Tug Svitzer Hormuz / Svitzer Liwa / Svitzer Al Khaburah/ Svitzer Muscat	For the first hour (minimum a hour)	854.21	328.872
		Any additional hour or part thereof (minimum a hour) *	284.74	109.624
	Surcharge / Overtime **	50% of the charges, per tug / per pilot boat		

\* each additional timing after the first hour, shall be rounding to its next complete hours  
 \*\* overtime during Weekend (currently Friday) and public holiday (s)

## 6. Rates for Project Cargo Surcharge

Project Cargo	Details 1	Details 2	Tariff	
			in US\$	in OMR
Surcharge	Project Cargo Surcharge	Per freight ton	1.14	0.438
	(project cargoes destined for projects inside the Port concession area)			
Containerized cargoes are exempted				