



# C. Steinweg Oman LLC

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## C. Steinweg Oman LLC

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Customers with an enquiry on this Tariff or another commercial request are invited to approach  
For Stevedoring and Shore Handling related activities: [Sales@om.steinweg.com](mailto:Sales@om.steinweg.com)  
For Warehousing, CFS and Forwarding activities: [WTCSales@om.steinweg.com](mailto:WTCSales@om.steinweg.com)  
General enquiries: [Sales@om.steinweg.com](mailto:Sales@om.steinweg.com)

Customer Registration: [Customer.Registration@om.steinweg.com](mailto:Customer.Registration@om.steinweg.com)  
In case of doubt on correctness of invoices: [CustomerService@om.steinweg.com](mailto:CustomerService@om.steinweg.com)  
For complaints and/or general feedback: [Feedback@om.steinweg.com](mailto:Feedback@om.steinweg.com)

Note on Procedures, Contact Information and Guidance to Users:

The Operator has on its website made available a customer guidance document which provides details on procedures, contact information and the like. This information can be found on:

Customer Guidance: <https://www.steinweg.com/countries/steinweg-oman/>

Signed by C. Steinweg Oman LLC authorized signatory:





## 1. Introduction and application

- 1.1 C. Steinweg Oman LLC is hereafter called the Operator.
- 1.2 This Tariff includes all terms and conditions mentioned herein.
- 1.3 The Operator has been granted a concession to operate the general Cargo berths at the Port by the Port Authority. The Operator has been operating in Sohar since 2004 and offers Stevedoring, Shore Handling, (bonded) Warehousing, a Container Freight Station and other Cargo related services for Break-Bulk, Project cargo, Ro-Ro and Dry Bulk Cargo at the Terminal. The Operator holds the concession to handle abovementioned Cargoes in the Port of Sohar, which has been granted by Sohar Industrial Port Company SAOC.
- 1.4 This Tariff applies to all Users. Use of the Terminal or acceptance of the services shall constitute consent of the Tariff/these terms and conditions and furthermore shall act as evidence and consent to each User of the Terminal to pay all Rates specified, and to be governed by all rules and regulations appertaining to the Terminal. Any deviation from these terms and conditions shall be agreed upon in writing between the Operator and a User, in the form of a written service agreement or the like. Whenever the Operator exercises its discretion under this Tariff, it shall be deemed to have the exclusive right to make decisions, take actions, or assign responsibilities in such manner and to such extent as it considers appropriate, without the obligation to provide any justification. The exercise of the Operator's discretion shall be final, conclusive, and binding, and shall not be subject to challenge, review, or dispute by any other User, unless expressly agreed to in writing by the Operator.
- 1.5 These regulations have been made in accordance with the SIPC Rules and Regulations. The SIPC Rules and Regulations can be found on the website of the Port Authority, [www.soharportandfreezezone.com](http://www.soharportandfreezezone.com)
- 1.6 C. Steinweg Oman LLC operates at the highest international standards, guided by a strong culture of excellence, resilience, and responsibility. Our portfolio of globally recognized certifications reflects a long-term commitment to quality, security, and sustainable operations.

Our ISO 9001:2015 (Quality Management) and ISO 22301:2019 (Business Continuity Management) certifications demonstrate our dedication to delivering consistently high-quality services while maintaining operational resilience and business continuity. Our ISO 45001:2018 (Occupational Health & Safety Management) certification confirms our commitment to safeguarding the health and safety of our employees, contractors, and all visitors, while fostering a safe and responsible working environment.



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The ISO 27001 (Information Security Management) certification reinforces our responsibility to protect information assets and uphold the highest standards of data security. Complementing this, our ISPS certification affirms our adherence to international maritime security requirements, providing confidence in the integrity and safety of our port operations.

Furthermore, the Operator has been awarded the GCC Authorized Economic Operator (AEO) certification by the Royal Oman Police – Directorate General of Customs, recognizing our role as a secure, compliant, and reliable contributor to regional and global supply chains.



- 1.7** The Operator reserves the right to amend these terms and conditions from time to time, including the Rates, by uploading new terms and conditions to its website: <https://www.steinweg.com/countries/steinweg-oman/>

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## 2. Definitions and interpretation

2.1 The following definitions apply in this Published Tariff:

Clause	Clause Title
<a href="#">2.1.1</a>	Agent
<a href="#">2.1.2</a>	Cargo
<a href="#">2.1.3</a>	CFS
<a href="#">2.1.4</a>	Class
<a href="#">2.1.5</a>	Container
<a href="#">2.1.6</a>	Dangerous Goods and Hazardous Cargo
<a href="#">2.1.7</a>	Direct Delivery
<a href="#">2.1.8</a>	Dry Bulk Cargo
<a href="#">2.1.9</a>	Environmental Laws
<a href="#">2.1.10</a>	Free Storage Time
<a href="#">2.1.11</a>	Actual Time of Arrival or 'ATA'
<a href="#">2.1.12</a>	Government
<a href="#">2.1.13</a>	Oman
<a href="#">2.1.14</a>	Point of Rest/Place of Rest
<a href="#">2.1.15</a>	Port
<a href="#">2.1.16</a>	Port Authority
<a href="#">2.1.17</a>	Rates
<a href="#">2.1.18</a>	Receive at Terminal
<a href="#">2.1.19</a>	RO or OMR
<a href="#">2.1.20</a>	Services
<a href="#">2.1.21</a>	SIPC Rules and Regulations
<a href="#">2.1.22</a>	Shore Handling
<a href="#">2.1.23</a>	Stevedoring
<a href="#">2.1.24</a>	Storage Area
<a href="#">2.1.25</a>	Tariff
<a href="#">2.1.26</a>	Terminal
<a href="#">2.1.27</a>	Terminal Facilities
<a href="#">2.1.28</a>	Freight Ton / FRT
<a href="#">2.1.29</a>	Transshipment Cargo or Transshipment Container
<a href="#">2.1.30</a>	User
<a href="#">2.1.31</a>	Vessel
<a href="#">2.1.32</a>	Additional Handling (inspection, surveys, etc.)
<a href="#">2.2</a>	Further definitions and interpretation

Click a clause number to be directed to the clause in this chapter.

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## 2.1.1 Agent

Means the authorized representative of the Vessel, unless otherwise specified in the Tariff.

## 2.1.2 Cargo

Means any solid, loose / bundled / packaged, containerized product in sound condition and livestock (alive animals) transported to, from, in or through the Terminal and involving the use of the Terminal Facilities.

### 2.1.2.1 Cargo Acceptance Date

Means the first day on which Cargo deliveries by, or on behalf of, the User to the Operator's Terminal will be accepted by the Operator, as mentioned on the Booking.

## 2.1.3 CFS

Means the container freight station located at the Operator's Terminal.

## 2.1.4 Class

Refers to the classification of cargoes as per the International Maritime Dangerous Goods Code (hereafter "IMDG") of the International Maritime Organization (hereafter "IMO").

## 2.1.5 Container

The term Container or Containerised when used in this Tariff refers to the standard ISO container, suitable for stacking and transportation of stowed Cargo, which confines its contents and must be capable of being handled as a unit and lifted by a crane with a Container spreader or similar lifting gear.

## 2.1.6 Dangerous Cargo and Hazardous Cargo

Hazardous Cargo means

Any substance that is listed, defined or otherwise designated as (a) hazardous substance under IMDG code; (b) any chemical or volatile organic compound; (c) any hydrocarbons, 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 Cargo means

Any of the following Cargoes, whether packaged, carried in bulk packaging or in bulk, within the scope of the following instruments;

- a) Solid bulk materials possessing chemical hazards and solid bulk materials hazardous only in bulk, including waste, as per the Code of Safe Practice for Solid Bulk Cargoes (BC Code)
- b) Harmful substances in packaged form and dangerous substances, materials or articles (covered by the IMDG Code)
- c) All other potential Hazardous and Dangerous Cargo not covered in above articles which will or may pose risk to health, safety, property or the environment during operations, storage and/or transportation.



The term Dangerous Cargo includes without any restriction, any empty uncleaned packaging, which previously contained Dangerous Cargo, unless the packaging has been sufficiently cleaned of residue of the Dangerous Cargoes and purged of vapors so as to nullify any hazard; or has been filled with substances not classified as being dangerous.

## 2.1.7 Direct Delivery

Direct Delivery is the operation where:

- a) For exports, Cargo is delivered directly by consignors or their agent from Road Gate In (on road transport or other mode arranged by the User) to Vessel's hook without landing at a place of rest. This Direct Delivery operation should take place in maximum 3 hours from moment of Road Gate In until the moment Cargo is loaded into Vessel; and
- b) For imports, Cargo is delivered directly from Vessel's hook (on to road transport or other mode arranged by the User) to Road Gate Out without landing at a place of rest in the Terminal. This Direct Delivery operation should take place in maximum 3 hours from moment of unhooking of Cargo until the moment of Road Gate Out.

The mode of transport carrying the Cargo can also not remain on place of rest as this is considered 'Received at Terminal'.

Direct Deliveries are in principle only applicable for Special Break-Bulk Cargoes, Dry Bulk Cargoes and Dangerous Cargoes and Hazardous Cargoes, for reasons but not limited to;

(a) Handling capacity; (b) exposure to the Terminal, environment and other Cargoes or (c) health and safety aspects. Special Break-Bulk Cargo means Cargo which due to its dimensions, weight, or sensitivity to handling damage requires a special handling method.

The User should request for a Direct Delivery operation minimum 7 working days in advance. The request should be made in writing and needs to be confirmed by Operator 2 working days prior to commencement of operation. Without written confirmation from Operator, operation will be treated as a 'Receive at Terminal' basis. The Operator, at its sole discretion, can demand from the User that the Cargo is or will be handled on Direct Delivery basis.

## 2.1.8 Dry Bulk Cargo

Means the dry Cargo suitable for being discharged/loaded loose from/to the carrying Vessel by means of grabs, conveying systems or vacuum equipment.

## 2.1.9 Environmental Laws

All governmental, SIPC, Operator and municipal laws, rules, regulations, statutes, ordinances, permits or orders, and any judicial or administrative interpretations thereof, relating to (a) the prevention, control, or management of pollution, (b) the protection of the environment, included but not limited to, air, water, groundwater, land, soil, sediments, humans, animals, and vegetation, (c) waste generation, handling, treatment, storage, disposal, release, emission or transportation, or (d) regulation or exposure to Hazardous and Dangerous products.

Users of the Terminal are obliged to:

- a) inform other parties,
- b) be informed of regulations,
- c) act and/or operate in accordance with such laws and its limitations, and
- d) deliver Cargo that is compliant with such laws and its limitations.



## 2.1.10 Free Storage Time

Means the specified period during which Cargo or Containers may occupy assigned space in the Terminal, free of demurrage charges.

### 2.1.10.1 Free Storage Time for Cargo Imports via Vessels

A	First Day of Free Storage Time	Actual Time of Arrival (ATA)
B	Demurrage start to count on the	Day following the last day of Free Storage Time
C	Cargo considered delivered at the day/time	Cargo loaded onto means of transport of User
D	Demurrage for account	User, subject to <a href="#">Clause 3.8</a>

### 2.1.10.2 Free Storage Time for Cargo Transshipments (Vessel to Vessel)

A	First Day of Free Storage Time	ATA of the inbound Vessel
B	Demurrage start to count on the	Day following the last day of Free Storage Time
C	Cargo considered delivered at the day/time	Loaded onboard the connecting Vessel
D	Demurrage for account	Either 1. Agent of the connecting Vessel (if criteria* are met); Or 2. Agent of the inbound Vessel (if criteria* are not met)

\* Criteria:

- The Agent of the inbound Vessel has declared the connecting Vessel prior to arrival of the inbound Vessel at the Operator's Terminal; and
- The Agent of the inbound Vessel acts as Agent of the connecting Vessel or has obtained from other Agent of the connecting Vessel written confirmation that the other Agent of the connecting Vessel accepts demurrage charges (if any) on its account. This confirmation should be shared with the Operator minimum 5 Working Days before the last day of the Free Storage Time.



## 2.1.10.3 Free Storage Time for Cargo Exports on Vessels

### 2.1.10.3.1 Common Export Booking by Vessel Agent

Under a common export booking procedure applied between the Agent of the Vessel and the Operator, basis the agreed export booking ('Booking') between Agent and Operator:

A	First Day of Free Storage Time	Cargo Acceptance Date For the avoidance of doubt: Cargo Acceptance Date starts counting, irrespective of the actual delivery of the Cargo.
B	Last Day of Free Storage Time	As per Booking*. The agreed day of an export booking, based on the Free Storage Time applicable under the Operator's Tariff, or as otherwise agreed between the Vessel Agent and Operator.
C	Demurrage start to count on the day	Following the Last Day of Free Storage Time.
D	Booking considered executed	Cargo of the Booking completely loaded onboard the Vessel.
F	Demurrage for account	The Vessel or its Agent, unless agreed otherwise.

\* An earlier cargo acceptance date, if considerable, is to be discussed between the consignor and Operator and shall not affect the Last Day of Free Storage.

\*\* The Operator will, acting reasonably, extend this period in case of a delay attributable to the Operator.

In case of **re-export** Free Storage time is applicable in accordance with [Clause 2.1.10.1](#).

### 2.1.10.3.2 Export Shipment agreed between consignor (or its agent) and Operator

Exceptions to [Clause 2.1.10.3.1](#) are applicable in case of

- Dry Bulk exports with FOB terms of shipment, where the Operator has entered into an export booking with a consignor.
- If for other reasons that Operator and consignor have entered into a booking.

In such case:

A	First Day of Free Storage Time	Cargo Acceptance Date For the avoidance of doubt: Cargo Acceptance Date starts counting, irrespective of the actual delivery of the Cargo.
B	Last Day of Free Storage Time	As per Booking *. The Agreed Day of an export booking, based on the Free Storage Time applicable under the Operator's Tariff, or as otherwise agreed between the consignor (or its Agent) and Operator.
C	Demurrage start to count on the day	Following the Last Day of Free Storage Time.
D	Booking considered executed	Cargo related to the Booking completely loaded onboard the Vessel.
F	Demurrage for account	Consignor (or his agent)

\* The Operator will, acting reasonably, extend this period in case of a delay attributable to the Operator.



On [Clause 2.1.10.3.1](#) and [Clause 2.1.10.3.2](#)

Unless specifically agreed otherwise by agreement or in the agreed export booking, the Operator will apply for each export booking cut-off times for Cargo delivery and documentation:

For Ro-Ro and Break-Bulk:

	Cut-off time for	Cut-off
A	Submission bookings	At least 5 working days prior estimated time of arrival prior 12.00 AM Noon hours
B	Cargo documentation	At least 5 working days prior estimated time of arrival prior 12.00 AM Noon hours
C	Cargo delivery	Thursday 12.00 PM Noon hours for estimated time of arrival on Sunday or Monday Sunday 12.00 PM Noon hours for estimated time of arrival on Tuesday Monday 12.00 PM Noon hours for estimated time of arrival on Wednesday Tuesday 12.00 PM Noon hours for estimated time of arrival on Thursday Wednesday 12.00 PM Noon hours for estimated time of arrival on Friday Thursday 12.00 PM Noon hours for estimated time of arrival Saturday

For Dry Bulk:

	Cut-off time for	Cut-off
A	Submission bookings	At least 5 working days prior estimated time of arrival prior 12.00 PM Noon hours
B	Cargo documentation	At least 5 working days prior estimated time of arrival prior 12.00 PM Noon hours
C	Cargo delivery	24 hours prior estimated time of arrival

Cut-off time may be updated (preponed or postponed) between the Operator and booking party (upon agreement) based on the preponed or postponed arrival of the Vessel. Such change shall have no impact on the free storage and demurrage calculation. After Cargo delivery cut-off time, the Cargo not delivered to the Terminal at that time will not be accepted, unless the Operator and booking party agree on late delivery. For late delivery the Operator reserves the right to charge late delivery related charges (as per [Clause 10.1.8.1](#)) at its discretion which will be informed upon the time of receiving a late delivery request from the booking party.

The Cargo delivery cut-off times advised in the tables above in general allow sufficient time for the Operator, Vessel and other parties involved to adequately prepare, amongst others, Vessel loading operations, conduct measurements, verify Cargo weight, verify availability of lifting gears and have pre-operational meetings where required.

**Requests for late delivery will not be unreasonably withheld but will be considered by the Operator taking such factors into consideration.**



## 2.1.10.4 Container Freight Station (CFS)

For operations classified as CFS Services the Operator will in principle provide Free Storage Time for the Cargo and Containers. Unless specifically agreed otherwise, the Operator will apply the following basis of storage and demurrage calculation for each import CFS shipment or export CFS booking:

SN	Cargo Only	IMPORT (STRIPPING)	EXPORT (STUFFING)
A	First Day of Free Storage	Cargo Acceptance Date For the avoidance of doubt: Cargo Acceptance Date starts counting, irrespective of the actual delivery of the Cargo.	Cargo Acceptance Date For the avoidance of doubt: Cargo Acceptance Date starts counting, irrespective of the actual delivery of the Cargo.
B1	Either Free Storage Time in Cargo Unit Days per shipment; or	Offered on case-to-case basis	Offered on case-to-case basis
B2	In Calendar Days per shipment		
C	Cargo Unit considered to be delivered	Truck loading day	Stuffing (pack) Date
D	In case of B1 <u>Consumed Cargo Unit Days per Cargo Unit</u>	<u>D = C-A</u>	<u>D = C-A</u>
E	<u>Total Consumed Cargo Unit Days per shipment</u>	<u>E = Sum all Cargo Units (D)</u>	<u>E = Sum all Cargo Units (D)</u>
F	<u>Demurrage Charges per Shipment (if any)</u>	<u>(E-B1) x Demurrage Rate per Cargo Unit Day</u>	<u>(E-B1) x Demurrage Rate per Cargo Unit Day</u>
F	In case of B2 Demurrage Charges per Demurrage Slab (if any)	As per Demurrage Rate per Slab applicable for balance Cargo	As per Demurrage Rate per Slab applicable for balance Cargo

Cargo demurrage charges shall be for account of the User having requested for the Services.

SN	Shipping Line Containers Only	IMPORT (STRIPPING)	EXPORT (STUFFING)
A	First Day of Free Storage per container	Lift off date	Lift off date
B	Free Storage Time in Container Days	Offered on case basis	Offered on case basis
C	Container delivered	Lift on date	Lift on date
D	Consumed container storage days per container	C-A	C-A
E	Total Consumed Container Days per shipment	Sum of all Containers (D)	Sum of all Containers (D)
F	Container Storage Charges per shipment (if any)	(E-B) x Container Storage Rate per Day	(E-B) x Container Storage Rate per Day

Container Storage charges shall be for account of the User having requested for the Services.

### **In General on [Clause 2.1.10.1](#) up to [Clause 2.1.10.4](#):**

Free Storage Time is calculated in Calendar Days and shall not be affected by working days or national holidays. After expiry of Free Storage Time demurrage charges apply and will be charged accordingly.



## 2.1.10.5 Warehousing

For Warehousing Services, the Operator will in principle not offer Free Storage Time.

For Warehousing the Operator will not apply demurrage calculations and charges, but apply Warehousing calculations and Warehouse rent charges instead. The basis of calculation and Rates will be offered on a case-to-case basis.

Cargo shall, in principle, be deemed received into warehouse (open storage or covered storage) or delivered out of Warehouse (open storage or covered Storage) on the following basis:

SN	Delivery by Operator or User from/to the Operator's Terminal	Received into Warehouse	Delivered out of Warehouse
A	Land delivery (trailer)	Trailer Unloading Date	Trailer Loading Date
B	Land delivery (container)	Stripping (unpack) Date	Stuffing (pack) Date
C	Vessel Discharging at Operator's Terminal	Actual Time of Arrival Date	Not applicable
D	Vessel Loading at Operator's Terminal	Not applicable	Actual Time of Vessel sailing

## 2.1.11 Actual Time of Arrival (or "ATA")

The Actual Time of Arrival is the date the Vessel arrives at a berth of the Operator, as defined in the Statement of Facts (SOF) of the Operator. As from this date the free storage on the Terminal will be calculated. Demurrage starts to count as from the next day after the end of the free storage period.

## 2.1.12 Government

Means the Government of Oman or any agency, authority, department, Minister, Ministry or other element thereof: references to the Government shall be construed as references to the appropriate element thereof.

## 2.1.13 Oman

Means the Sultanate of Oman in its entirety.

## 2.1.14 Point of Rest / Place of Rest

An area at the Terminal, which is assigned for:

- Receipt of Cargo/Container from the Vessel and from where it may be delivered to the User's means of transport or loaded on a Vessel in the case of transshipment.
- Receipt of Cargo/Container from User's means of transport, for loading on board of a Vessel.
- Receipt of Cargo/Containers for the purpose of warehousing, for future delivery of Cargo/Containers onto a means of transport at the Operator's Terminal.
- Receipt of Cargo/Containers for the purpose of CFS, for consecutive delivery of Cargo/Containers on to a means of transport at the Terminal.

## 2.1.15 Port

Means the Port of Sohar, Oman.



## 2.1.16 Port Authority

Means Sohar Industrial Port Company SAOC;

## 2.1.17 Rates

Means the Operator's charges for the Services as set out in [Clause 10](#).

Rates and payment conditions can be found in [Clause 6](#).

## 2.1.18 Receive at Terminal

For import Cargoes: Rates include all normal Cargo handling as from Vessel's hook until delivery on to the User's (or its agent's) trailer with temporary outdoor storage on the Terminal (storage area, laydown area, etc.).

For export Cargoes: Rates include all normal Cargo handling as from arrival of the Cargo by the User's trailer until delivered to Vessel's hook with temporary outdoor storage on the Terminal (storage area, laydown area, etc.).

In case the mode of transport carrying the Cargo remains on a Place of Rest, then this is considered 'Received at Terminal'.

The charges for storage of Cargo on the Terminal are not included in these rates. Transport from alongside the Vessel to 'Dedicated storage area' may be debited separately (at the Operators discretion). All services exceeding standard Cargo handlings will be debited separately, at the Operators discretion.

"Hooking on and hooking off are considered to be part of and included in Stevedoring"

## 2.1.19 RO or OMR

Means Rials Omani, the lawful currency of Oman.

## 2.1.20 Services

Means any and all services conducted within the Terminal facilities or container transports for CFS.

## 2.1.21 SIPC Rules and Regulations

Means the rules and regulations issued by the Port Authority from time to time which apply to all members, which includes but is not limited to Users, of the Port and Terminal.

## 2.1.22 Shore handling

### 2.1.22.1 Shore Handling for General Cargo (non Ro-Ro)

Shore Handling is the service charge for the movement of Cargo from the hook of the Vessel to the Storage Area or place of Rest, and up to presentation to/from User's means of transport in case of import, and vice versa for export. For heavy-lifts or units with unsuitable configuration for Handling with standard equipment the User must make separate arrangements with the Operator. In the general Cargo section of this Tariff the charges are based on 'received at Terminal'.

"Hooking on and hooking off are considered to be part of and included in Stevedoring".



## 2.1.22.2 Shore handling for Ro-Ro Cargoes

Shore handling for Ro-Ro Cargoes is the service charge for the movement of Cargo from the ramp of the Vessel to the place of rest, or vice versa in case of export, and from the Vessel ramp to the place of rest and consecutively back from the place of rest up to the Vessel ramp in case of transshipment.

The move from the place of rest up to the User's means of transport is considered a separate move and not part of the Shore Handling activity and related charge. If such move is executed by the Operator, a transfer fee is applicable as per [Clause 10.2.4](#)

## 2.1.23 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. Stevedoring charges for Break Bulk and general Cargo are based on loading or discharging with Vessels' gear. Stevedoring rates include stevedores, winch/crane drivers, ships tally, foreman and signalmen (Vessel work only). Stevedoring rates exclude any lifting gears and equipment required inside Vessels' hatch/hold and/or all additional labours required due to extraordinary operational circumstances.

"Hooking on and hooking off are considered to be part of and included in Stevedoring".

Irrespective of the terms of shipment, payment of stevedoring and related service charges will be the responsibility of the Vessel and/or his Agent (exceptions are considerable for Dry Bulk as specified in [Clause 10.3.3](#) or in the event Vessel and/or his Agent have sought and received prior written approval from Operator's commercial department to deviate from the same.

Note: It is mandatory that Vessel Gear is in a proper mechanical, hydraulic and operational condition. The Operator reserves the right to stop unloading operations, if Vessel Gear does not work in a safe, proper, efficient and productive manner and/or if Vessel Gear is technically malfunctioning, even if valid gear certificates are presented to the Operator. The consideration of the Vessel gear condition will be as per the sole discretion of the Operator.

In case the Operator deems Vessel Gear is not in an acceptable condition, it reserves the right to use the mobile shore crane(s) which will be debited to the Vessel or her Agent at published rates.

The Operator will not use, nor allows the use of Vessel cranes of the derricks type. A Vessel equipped with cranes of the derricks type is considered gearless and mobile shore crane(s) will be used and debited to the Vessel or Agent at published rates.

## 2.1.24 Storage Area

Means an open area at the Operator's Terminal where Cargo or Containers may be held at the custody of the Operator as instructed by the User (or its agent) delivering Cargo to the Terminal. Storage requests shall be submitted prior arrival of Cargo at the Terminal and will be offered for subject to availability.

When storage is mentioned in this Tariff it shall mean outdoor storage.



## 2.1.25 Tariff

Means this Tariff and its terms and conditions as may be amended from time to time by the Operator.

## 2.1.26 Terminal

Means the Operator's Terminal at the Port including Terminal Facilities.

## 2.1.27 Terminal Facilities

Meaning any wharves, docks, piers, sheds, warehouses, land, structures, buildings, 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 Operator or which are in its care and custody.

## 2.1.28 Freight Ton / FRT

Unless otherwise specified, all 'Tons' shall be regarded as 'Freight Tons' and shall be determined by a weight of 1,000 kilograms or a measurement of one cubic meter at extreme measurements (one cubic meter = biggest length x biggest width x biggest height), whichever is higher.

## 2.1.29 Transshipment Cargo or Transshipment Container

"Transshipment Cargo or Transshipment Container" means Cargo landed from a Vessel and placed in the custody of the Operator for the purpose of shipment on another Vessel.

## 2.1.30 User

Includes (1) any person or entity using the Terminal Facilities or to/from whom any service, work or labour is furnished, performed, done or made available by the Operator or any other person using the Terminal Facilities, (2) any person or entity owning or having custody of Cargo moving in, over or through the Terminal, (3) all Vessels and their owners, operators, crew and agents, and (4) any other person, individual, firm or corporation that conducts business at the Terminal Facilities.

## 2.1.31 Vessel

Means floating craft of every description and shall include in its meaning the term owners, charterers, operators, managers and mortgagees thereof.

### 2.1.31.1 Vessel Gear

Means any and all permanent and/or temporary equipment and/or structures, that are in any way related to the construction of the Vessel, appertaining or belonging to the Vessel to be constructed, and whether onboard or not onboard, related to lifting, such as but not limited to, cranes, grabs and spreaders.

## 2.1.32 Additional handling (inspection, surveys, etc.)

Stevedoring and Shore Handling rates are based on the scope as described in [Clause 6.9](#) and [6.8](#). Any additional moves the Operator requires to execute are subject to additional handling charges at the discretion of the Operator. Such occasions may include but are not limited to the requirement for inspection, surveys, sorting and the like.



## 2.2 Further definitions and interpretation

2.2.1 Clause and schedule headings shall not affect the interpretation of this Published Tariff.

2.2.2 A person includes a natural person, corporate or unincorporated body (whether or not having separate legal personality) and that person's legal and personal representatives, successors and permitted assigns.

2.2.3 The schedules and background form part of this Published Tariff and shall have effect as if set out in full in the body of this Tariff. Any reference to this Tariff includes the schedules and background.

2.2.4 Words in the singular shall include the plural and vice versa.

2.2.5 A reference to writing or written includes faxes but not e-mail.

2.2.6 A reference to the masculine includes the feminine.

2.2.7 Where the words include(s), including or in particular are used in this Tariff, they are deemed to have the words without limitation following them. Where the context permits, the words other and otherwise are illustrative and shall not limit the sense of the words preceding them.

2.2.8 Any obligation in this Tariff on a person not to do something includes an obligation not to agree, allow, permit or acquiesce in that thing being done.

2.2.9 References to clauses and schedules are to the clauses and schedules of this Published Tariff.

2.2.10 References to days means to calendar days.

2.2.11 Sanctions are the applicable trade embargoes, export control laws and regulations, or economic or financial sanctions (including secondary sanctions) laws or regulations imposed, administered, or enforced by relevant governments, including but not limited to the U.S. Government, the European Union or its Member States, the United Nations, Australia, Singapore, or the United Kingdom.



For the purposes of this Clause, the following words are defined to mean:

**Affiliate** is any legal entity that directly or indirectly controls, is controlled by, or is under the common control with, a Party. For this purpose, "control" means (a) the direct or indirect ownership of, in aggregate, 50% or more of the voting capital, or (b) in the absence of such ownership interest, substantially having the power to direct or cause the direction of the management and set the policies of such legal entity.

**Restricted Party** is any person or entity that is the target of Sanctions, including but not limited to:

- a) any government, person, entity, or vessel listed on, or owned or controlled by a person identified in any list of designated parties maintained by the U.S. Treasury Department's Office of Foreign Assets Control or any other U.S. or non-U.S. government entity under its Sanctions; or
- b) any person or entity resident or organized in any country or territory that is the target of comprehensive Sanctions (including but not limited to Cuba, Iran, North Korea, South Sudan, Syria, Russia, Belarus, and the Crimea region of Ukraine and subject to change in the Sanctions); or
- c) any entity 50% or more owned (individually or in aggregate) or controlled by a Restricted Party or someone acting on behalf of a Restricted Party;
- d) otherwise, the target of Sanctions.

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## 3. Use of Terminal

Clause Number	Clause Title
<a href="#">3.1</a>	Designation and Regulation
<a href="#">3.2</a>	Acceptance of Cargo
<a href="#">3.3</a>	Terminal access
<a href="#">3.4</a>	Responsibility for damage to Facilities
<a href="#">3.5</a>	3 <sup>rd</sup> Party Equipment
<a href="#">3.6</a>	Vacate a Berth
<a href="#">3.7</a>	Cargo Inspection moves and handling
<a href="#">3.8</a>	Unclaimed Cargo
<a href="#">3.9</a>	Direct Delivery
<a href="#">3.10</a>	Lashing
<a href="#">3.11</a>	Unlashing

Click a clause number to be directed to the clause in this chapter.

### 3.1 Designation and regulation

The Operator reserves the right to designate and regulate the use of the Terminal and all facilities of the Terminal.

### 3.2 Acceptance of Cargo

The Operator reserves the right to, at its sole discretion, handle and/or accept or reject any and all Cargo at the Terminal.

### 3.3 Terminal Access

Access to the Terminal will only be granted by the Operator after a written/faxed/e-mail request by the User. Any person expecting to dock a Vessel at the Terminal for the purpose of loading or discharging must give the Operator and the Port Authority such information as requested, including the information required by the SIPC Rules and Regulations.

Users are only allowed to take photos, videos or the like on the Terminal if approved in writing by the Operator.

### 3.4 Responsibility for damage to Terminal Facilities

Users are solely responsible for any damage and/or loss to the Terminal, inability by the Operator to fully use the Terminal Facilities, limited provision of Services and/or injury to any person resulting from User's use of berths or any other Terminal Facilities. The Operator reserves the right to repair, or otherwise cause to be repaired, such damage at the expense of such User.

### 3.5 3<sup>rd</sup> Party Equipment

The Operator prohibits the placing and/or use within the Terminal of any mechanical equipment not owned by the Operator without prior written approval of the Operator and payment of any applicable charges. Users are solely responsible for any liability arising from any damage to any property or injury to any person caused by such mechanical equipment.



### 3.6 Vacate a berth

The Operator reserves the right to instruct a User to vacate its Vessel from its allocated berth at the Terminal on completion of discharging and/or loading. The User is obliged to meet the request at its own expense.

### 3.7 Cargo Inspection moves and handling

The Operator reserves the right to move, at the risk and expense of the User, any Cargo or Container to another location and/or inspect them, which in its judgment may pose a risk or is likely to damage other Cargo, Containers, Terminal Facilities or Users.

### 3.8 Unclaimed Cargo

Cargo remaining at the Terminal unclaimed shall be handled, stored, disposed of, or otherwise dealt with strictly in accordance with the applicable laws and regulations of the Sultanate of Oman. The applicable time periods, notice requirements, procedures, and any related rights or remedies shall be determined exclusively by Omani law. For the avoidance of doubt, the Operator shall have the right to act immediately where, in its reasonable judgment, delay would create a risk of damage, deterioration, safety hazard, environmental exposure, or regulatory breach, and such action shall not constitute a breach of contract or give rise to liability.

In case the Omani Customs authority intends to auction Cargo, and provided that the Operator has received a notification of such intention, the Operator shall use reasonable efforts to inform the 'Responsible Party' of such intention.



'Responsible Party' is considered the Party having delivered Cargo to the Terminal, being for

SN	Cargo arrived at Terminal by	For purpose	Responsible Until	Responsible Party
A	Vessel	Import	Up to CRO Date, re-shipment, or the day of auctioning	Vessel or its Agent
B	Vessel	Import	From CRO Date up to the day of Cargo removal	The consignee or its agent
C	Vessel	Transshipment	Until transshipment, removal or the day of auctioning	Vessel or Agent of inbound Vessel; or Vessel or Agent of outbound Vessel, *
D	Land	Export	Until shipment, removal, or the day of auctioning	Agent (as export booking Party)
F	Land	Export	Until shipment, removal or the day of auctioning	Consignor (as export booking Party)
G	Land	CFS, Storage, Warehousing	As per Agreement and until Cargo release date or Until Cargo shipment date from the Terminal	The requesting Party
H	Any	Auction	From the day of auction until the moment of removal of Cargo	Buyer of Cargo at auction

\* Shall be the Agent absorbing demurrage in accordance with [Clause 2.1.10.2.](#)

In the event that the Cargo remains on the Terminal for a period shorter or longer than the above-mentioned periods, the Responsible Party may request the Operator and/or Omani customs authority to initiate and facilitate the auctioning of Cargo. It falls within the sole discretion of Omani Customs authority to decide on such request. The Operator will not unreasonably withhold such request.

Notwithstanding any of the above and the below, the Operator acting reasonably, will not proceed to auction Cargo itself

- a) In the event there is no financial outstanding related to the Cargo, exceeding payment terms (if any); and
- b) If charges raised by the Operator are disputed by the Responsible Party and provided the Responsible Party acts reasonable to resolve such dispute and settles all non-disputed amounts within the agreed payment terms; and
- c) If charges raised by the Operator are paid within the agreed payment terms or are paid promptly after the Operator has notified the Responsible Party of a payment default; and
- d) Without notifying a Responsible Party of its intention and reasons to do so and providing the Responsible Party with reasonable notice period allowing the Responsible Party to take actions within such notice period to satisfy the Operator's requirements to not auction the Cargo.



In the event that the Cargo proceeds for auction either on Omani Customs order, Operator's decision or request of the Responsible Party, then the following charges and conditions are applicable to the buyer of auctioned Cargo:

A	Auctioned Cargo Rates	As per <a href="#">Clause 10.1.20</a> or <a href="#">Clause 10.2.10</a> , for account of the buyer of Cargo from the auction
B	Cargo Release Date	Following a) payment Receipt of Responsible Party for all outstandings up to the date of auction, or 10 days after auction date (subject to Omani customs Authorities' consent) in case of payment failure by Responsible Party, whichever earliest, and  b) payment Receipt of Auctioned Cargo Rates

The Responsible Party shall remain responsible for all charges accrued during and till the end of the period it is responsible for, as mentioned in the table in this Clause, which responsibility shall commence:

1. For imports by Vessel at the Terminal, the Operator will commence to charge (in retrospect) the Responsible Party on notification, and after 45 days from ATA if Cargo remains unclaimed (i.e. no CRO is issued by Operator) for all accrued charges from ATA.
2. For imports by Vessel at the Terminal, the Operator will commence to charge the Responsible Party of claimed Cargo from ATA for all accrued charges from ATA. The Operator will assume the User, in this case consignee, its agent or considering the circumstances, any party that the Operator, in its sole discretion, deems appropriate, to claim Cargo on which basis it will initially debit the User. In the event the Cargo remains unclaimed such raised Charges will be debited to the Responsible Party in accordance with the above Paragraph 1.
3. For transshipments via the Terminal by Vessel, the Operator will commence to charge the Responsible Party from ATA of the inbound Vessel.
4. For exports via the Operator's Terminal by Vessel, the Operator will charge the Responsible Party from the Cargo Acceptance Date mentioned on the agreed export booking.
5. For CFS, Warehousing and other Services for which Cargo is delivered by Land, the Operator will charge the Responsible Party from the moment of Cargo receipt at the Terminal.

All of the above in this [Clause 3.8](#) shall be in accordance and subject to customs regulations applicable from time to time. Any User is responsible to inform himself on the latest applicable customs regulations.



### 3.9 Direct Delivery

The Operator may, at its sole discretion and capacity, handle Cargo on a Direct Delivery basis.

### 3.10 Lashing

The Operator is not a certified lashing company. Upon request of User, the Operator can assist User with lashing, under supervision of the User. When the Operator assists with lashing, it will be (a) for and on behalf; and (b) for risk; and (c) for expense of the User requesting such service. User is responsible for providing accurate, complete, and correct instructions. The User shall bear the responsibility and risk of the lashing.

### 3.11 Unlashing

Upon request of the User, the Operator can assist in unlashing work, under supervision of the User. When the Operator is requested to assist with unlashing, it will be (a) for and on behalf; and (b) for risk; and (c) for expense of the User requesting such service. User is responsible for providing accurate, complete, and correct instructions. The User shall bear the responsibility and risk of the lashing.

The disposal of lashing material, dunnage and other waste from a Vessel will be at Vessel expense.

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## 4. User's obligations

Clause Number	Clause Title
<a href="#">4.1</a>	User Co-operation
<a href="#">4.2</a>	Storage Requirements
<a href="#">4.3</a>	Vessel Requirements
<a href="#">4.4</a>	Cargo Requirements
<a href="#">4.5</a>	Documentation
<a href="#">4.6</a>	Licensing, Permits and Consent
<a href="#">4.7</a>	Notice of Arrival
<a href="#">4.8</a>	Berthing Criteria
<a href="#">4.9</a>	Insurance
<a href="#">4.10</a>	Insurance Certificate
<a href="#">4.11</a>	User Liability (Fraud, negligence, a.o.)
<a href="#">4.12</a>	Environmental Laws
<a href="#">4.13</a>	Sanctions & Embargoes
<a href="#">4.14</a>	Modern Slavery
<a href="#">4.15</a>	Anti-Bribery / Anti-Corruption
<a href="#">4.16</a>	User Registration

Click a clause number to be directed to the clause in this chapter.

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### 4.1 User co-operation

All Users must co-operate with the Operator at all times when at the Terminal and in all matters relating to the Services.

### 4.2 Storage Requirements

Users shall ensure Cargo/Container is delivered to the Terminal packed so to be able to withstand natural and normal handling forces. Packing shall be marked sufficiently, clear and as per international standards. Users shall inform the Operator in writing at least 24 hours prior to delivery/arrival of the Cargo/Container of any special handling and storage requirements, upon receipt of such requirements Operator may advise additional terms under which it shall store the Cargo/Container. Such additional terms include but shall not be limited to:

- a) Rejection of the Cargo/Container
- b) Demand Direct Delivery Basis
- c) Demand a waiver of liability in favor of the Operator.

Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Operator by the User before or at the time of taking delivery of Cargo/Container from the Terminal, such removal shall be prima facie evidence of (a) the delivery by the Operator of the Cargo/Container as described in the cargo documents and (b) compliance of the Operator with the storage requirements.



Operator shall not be liable for any damage or loss of the Cargo/Container if no special handling and/or storage requirements have been provided/communicated in writing to the Operator 24hrs prior to arrival/delivery of Cargo/Container or when such information was unclear and/or inconsistent and/or late. For the interpretation of 24hrs, notice should be given latest 12.00 PM hours during office hours.

#### **4.3 Vessel requirements**

All Users must ensure that Vessels are arranged as per the Vessel requirements notified to the User by the Operator from time to time. Vessels calling the Terminal shall have gear suitable to (off-)load Cargo on-board, unless agreed otherwise. Vessel gear shall have valid certification as per international standards being certified by a renowned maritime inspection and certification bureau. Such certification certificates may be requested by the Operator in advance of Cargo operations. Vessels calling the Terminal shall be properly classed and remain in class for the duration of its stay at the Terminal, in addition to being in class Vessel shall be covered for P&I (Protection and Indemnity Insurance) and no premium payments shall be outstanding. Vessels to further comply with applicable international, national and flag state standards and requirements. Vessels to ensure a safe working environment for the Operator. Upon the written request of the Operator the Vessel shall provide evidence of its compliance with the obligations contained in this article 4.3.

#### **4.4 Cargo requirements**

Break-bulk Cargoes should have suitable lifting points being directly accessible and clearly marked. Lashing points should be suitable for handling the Cargo. Central gravities and other instructions relevant for handling of the Cargo should be easily identifiable marked or provided to the stevedore before the commencement of Vessel and Terminal operations. Cargo or its packaging has to comply with international maritime standards for Cargo handling.

##### **4.4.1 Quality Jumbo Bags (or the like)**

All Cargo delivered to the Terminal in jumbo bags or the like (Packaging), whether by vessel, road transport, or any other mode of transport, shall be packed in Packaging of proper and sound quality and which is suitable for terminal handling operations without causing any losses and/or damages. Packaging must be adequately stitched, free from any defects, and capable of safely withstanding multiple handling cycles by forklifts, hooks, or other standard lifting equipment used by the Operator.

In the event that Packaging tears, ruptures, leaks, or otherwise fails any during handling including storage, any resulting loss of productivity, cleaning costs, re-bagging, re-handling, equipment downtime, spillage removal, or other related operational expenses shall be for the account of the User and charged at the applicable tariff and/or as loss of productivity.

For export Cargo, the Operator reserves the right to require prior approval of Packaging specifications before accepting such Cargo to be delivered to Terminal. The Operator may refuse Cargo packed in Packaging deemed unsuitable for safe and efficient operations.



#### 4.5 Documentation

All Users must provide, in a timely manner, such information, documents and materials as the Operator may require to execute its Compliancy checks (including, but not limited to checks on sanctions), to provide the Services, to take any safety or security measures as required to enter the Port under the SIPC Rules and Regulations.

#### 4.6 Licensing, permits and consent

Each User must obtain and maintain all necessary licences, permits and consents and comply with all relevant legislation in connection with its Cargo for using the Terminal.

#### 4.7 Notice of arrival

Each User must give the Operator sufficient notice of a Vessel arriving, and the notice must include information as set out in [Clause 10.8](#).

#### 4.8 Berthing Criteria

The Notice of Readiness (NOR) tendered by Vessels, and communicated by the Vessel Agents, is leading to determine the berthing order at the Operator.

Once a berth (for the specific commodity) and the Operator's resources are available, vessels will be served on a first come first serve basis, the below berthing criteria are applicable.

**Please note that the Operator reserves the right to deviate from the berthing criteria outlined below should operational circumstances require it. Any such deviation shall not constitute a breach of contract nor give rise to any liability on the part of the Operator.**

SN.	CRITERIA	NOTES
1	NOTICE OF READINESS	NOR can only be tendered <b>after arriving at Sohar Port Limits.</b> *
2	FINAL CONFIRMATION (GO/NO GO)	A final confirmation from the Vessel Agent to the Operator that the vessel actually wishes to berth.
3	CARGO & DOCUMENTS READINESS	Cargo Readiness approval by the Operator is applicable in case of export.
4	COMMERCIAL APPROVAL	Commercial approval by Operator is required to berth the vessel.

(\*) The Operator shall be entitled to request and obtain from the Vessel Agent and/or SIPC to provide any documents, information, or records deemed necessary in connection with vessel such as the official timestamp of arrival at Sohar Port Limits, as registered by SIPC.

In case a Vessel has arrived at port limits and tendered NOR, it is allowed to leave port limits temporarily (e.g. for bunkering purposes) as long as it is ready to berth immediately once the Operator communicates its berthing schedule. In case the Vessel is not ready at such moment, the original NOR will not be accepted by the Operator and a new NOR needs to be tendered.



## 4.9 Insurance

Each User should, at its own expense, obtain and maintain at least the following insurances with a reputable insurance company:

- a) insurance of its Cargo to a value not less than its full replacement value comprehensively against all usual risks of loss, damage or destruction, theft or accident;
- b) insurance for such amounts as a prudent owner of its Cargo would insure to cover any third party or public liability risks of whatever nature and however arising in connection with its Cargo;
- c) insurance against such other risks relating to its Cargo as may be required by law; and
- d) insurance which includes full coverage for any risk to and deriving from the Cargo during the stay of the Cargo on the Terminal (from arrival to up to departure from the Operators premises), which shall amongst other, but not be limited to, cover handling, storage, transport and all other risks of external calamities and contingencies;
- e) keep the Vessel insured against any possible liabilities towards the Operator.

Charges published in this Tariff do not include any expense for insurance covering the Cargo, containers, Vessels or other equipment. It is the Terminal user's responsibility to take out such insurance coverage.

## 4.10 Insurance Certificate

Each User shall, at the Operator's request, produce both the insurance certificate giving details of cover and the receipt for payment of the current premium in respect of the insurances.

## 4.11 User liability (Fraud, negligence, a.o.)

Users shall be liable to pay to the Operator, on demand, all reasonable costs, charges or losses sustained or incurred by the Operator (including any direct, indirect or consequential losses, loss of profit and loss of reputation, loss or damage to property and those arising from injury to or death of any person and loss of opportunity to deploy resources elsewhere) that arise directly or indirectly from the User's fraud, negligence, failure to perform or delay in the performance of any of its obligations under this Tariff, these terms and conditions..

## 4.12 Environmental Laws

Users of the Terminal are obliged to act and/or operate in accordance with all applicable Environmental Laws in the Terminal jurisdiction.



## 4.13 Sanctions & Embargoes

User represents and warrants that neither it nor any of its directors or Affiliates (as mentioned in [Clause 2.2.11](#)):

- a) is or will become a Restricted Party (as mentioned in [Clause 2.2.11](#)); and/or
- b) has sourced or will source any goods or services, directly or indirectly, from a Restricted Party; and/or
- c) has sourced or will source any goods, which can be labelled as dual goods and technology; and/or
- d) will violate any applicable Sanctions and/or Embargo.

User shall have appropriate due diligence procedures to ensure compliance with applicable sanctions, embargoes and export control laws and regulations and will keep adequate records of this compliance process.

Operator has the right (without incurring any liability of any nature) to terminate or suspend all or any part of the Services with immediate effect in case of breach by the User of any of the provisions of this Clause.

## 4.14 Modern Slavery

### 4.14.1 Compliance

User shall ensure, in respect of its own businesses and conduct, that User and its subcontractors (and, to the extent practicable, its other suppliers and business partners) will comply with all applicable laws, statutes, and regulations in force pertaining to modern slavery (which is deemed to include forced labour, human trafficking, and child labour).

### 4.14.2 Prevention

User shall take reasonable steps to ensure adequate procedures and policies to prevent and address involvement in modern slavery, including through its subcontractors, in line with recognized international standards, including the UN Guiding Principles on Business and Human Rights.

## 4.15 Anti-Bribery / Anti-Corruption

Each User represents and warrants that it shall:

- a) comply with all applicable laws, statutes, regulations, and codes relating to anti-bribery and anti-corruption;
- b) not engage in any activity, practice, or conduct which would constitute an offense under any applicable laws, statutes, regulations, and codes relating to anti-bribery and anti-corruption;
- c) not make any direct or indirect payments of a corrupt nature in order to obtain or maintain business;
- d) in line with its legal obligations, have and maintain in place throughout the term of this document its own policies and procedures to ensure compliance with any such anti-bribery and/or anti-corruption laws;
- e) not take any action that could result in the Operator or any of its affiliates or subsidiaries becoming subject to any action, penalty or loss under any such anti-bribery and/or anti-corruption laws;
- f) notify the Operator in writing immediately upon discovery of any failure of that the Operator to comply with the requirements of such anti-bribery and/or anti-corruption laws;
- g) defend, protect, indemnify, and hold the Operator harmless against any liability, loss or damage arising from any breach of or failure to comply with such anti-bribery and/or anti-corruption laws.



## 4.16 User Registration

Each User should register itself, and sign a Know Your Customer (KYC) form with the Operator, prior to receiving the Services.

Users as a business entity shall provide the Operator with the following details/documents for receiving Services:

- a) Signed KYC form (template provided by Operator), including:
  - i. Email address to receive informative circulars from the Operator
  - ii. Email address to receive invoices from the Operator. It is the responsibility of the User to distribute invoices to their representing Agents / third parties, if User deems necessary.
- b) For Omani companies (companies incorporated in the Sultanate of Oman), the latest CR-certificate and VAT-registration certificate will be derived by the Operator directly from the governmental websites. Please make sure that the latest updates are reflected on the various governmental websites.
- c) For non-Omani companies (companies incorporated in countries outside of the Sultanate of Oman), the following additional supporting documents are required together with the KYC form:
  - i. Commercial Trade License including shareholders and authorized signatories; and
  - ii. VAT registration certificate/confirmation.

Users as an individual shall provide the Operator with the following details for receiving Services:

- a) Signed KYC form (template provided by Operator).
  - i. Email address to receive informative circulars from the Operator.
  - ii. Email address to receive invoices from the Operator. It is the responsibility of the User to distribute invoices to their representing Agents / third parties, if User deems necessary.
- b) Passport copy or Omani resident card copy (front and back).

Based upon the document review performed by the Operator, the Operator reserves the right to request for additional and/or supporting documentation on a regular basis.

The Operator advises to provide above required information as early as possible. Questions and documents can be sent to [Customer.Registration@om.steinweg.com](mailto:Customer.Registration@om.steinweg.com)

**Without this information the Operator will not be able to register the User. This might cause delays in the terminal operations, which can be avoided upfront.**

Each User warrants that it shall adhere to the Global Steinweg Group Third Party Code of Conduct. A copy of Steinweg Group Third Party Code of Conduct can be found here: <https://www.steinweg.com/third-party-code-of-conduct/>

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## 5. Health and Safety (HSSE)

Clause Number	Clause Title
<a href="#">5.1</a>	HSSE Compliance
<a href="#">5.2</a>	Submission of Dangerous Cargo information
<a href="#">5.3</a>	Change of services

Click a clause number to be directed to the clause in this chapter.

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### 5.1 HSSE Compliance

Users must comply with all of the Operators' HSSE rules and regulations (HSSE means health, safety, security and environment). By entering the Terminal, the User automatically and indisputably acknowledges full knowledge of and compliance with these rules and regulations.

Parties using the Port are required to conform with all of the current safety and security rules and regulations. Please contact our HSSE department for safety inductions when visiting our Terminal.

### 5.2 Submission of Dangerous Cargo information

All Users of the Port and Terminal have the obligation to report full details (including but not limited to the Materials Safety Data Sheet) of all Dangerous and Hazardous Cargo at least 5 days prior to arrival of such Cargo. Acceptance of Dangerous Cargo and Hazardous Cargo is subject the consent of the Port Authority and the Operator.

Users of the Port and Terminal failing to inform the Operator and Port Authority in advance of Dangerous Cargo and Hazardous Cargo arrival will be held liable and may face penalties for such late notifications.

More specific information and requirements of the Port Authority (SIPC Rules and Regulations), can be found on [SOHAR-Port-and-Freezone-Rules-and-Regulation.pdf](#)

Full details of all Dangerous Cargo and Hazardous Cargo must be submitted to the Operator by Users prior to arrival at the Terminal. The Operator has the right to reject or delay access to the Terminal or handling of Dangerous Cargo and Hazardous Cargo. Rules and regulations of IMDG, BC Code, SIPC and/or Omani national legal bodies to apply.

### 5.3 Change of services

The Operator may, from time to time and without notice, change the Services in order to comply with any applicable safety or statutory requirements. The Operator may, from time to time, change the Services provided that such changes do not materially affect the nature or quality of the Services and, where practicable, it will give the User at least one month notice of any change.

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## 6 Rates and payment

Clause Number	Clause Title
<a href="#">6.1</a>	Rate Schedule
<a href="#">6.2</a>	Invoicing of Services
<a href="#">6.3</a>	Rate Increase - A
<a href="#">6.4</a>	Rate Increase - B
<a href="#">6.5</a>	Weight verification
<a href="#">6.6</a>	Volume measurement
<a href="#">6.7</a>	Gang Idle Time / Detention
<a href="#">6.8</a>	Shore Handling Rates
<a href="#">6.9</a>	Stevedoring Rates
<a href="#">6.10</a>	Payment of Invoices and advance collection of funds
<a href="#">6.11</a>	Failing to Pay
<a href="#">6.12</a>	Misdeclaration
<a href="#">6.13</a>	Overlanded / shortlanded cargo
<a href="#">6.14</a>	Value Added Tax
<a href="#">6.15</a>	Fuel surcharge
<a href="#">6.16</a>	Unworkable Vessel / Berth Overstay / Vessel Hindrance
<a href="#">6.17</a>	Permissible grace period Vessels at berth - General Cargo, Ro-Ro Cargo

Click a clause number to be directed to the clause in this chapter.

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### 6.1 Rate Schedule

Users shall pay the Rates as set out in the chapters of [Clause 10](#). Users must comply with all applicable requirements or obligations contained in [Clause 10](#) concerning the provision of Services by the Operator or the User's use of the Terminal.

### 6.2 Invoicing of Services

The Operator shall invoice the User for all Services after or before, subject payment terms and [Clause 6.10](#), in the event that:

- the Operator has loaded or unloaded all booked Cargo on/from a Vessel; or
- the Operator has been ordered to stop Cargo operations by the User, Vessel captain or the Government; or
- the Operator has stopped Cargo operations for User's breach of these terms and conditions; or
- Free Storage Time has expired.



### 6.3 Rate Increase - A

The Operator may at its sole discretion amend the Rates by a change to this Tariff. The Operator shall give notice of any such change to the Rates by amending these terms and conditions on its website <https://www.steinweg.com/countries/steinweg-oman>.

The Operator endeavours to amend the Rates once per year only, but in exceptional cases the Rates may need to be amended more often. Reasons include, but are not limited to, land lease contract revision(s) initiated by the port authority and landlord 'Sohar Industrial Port company' (SIPC).

### 6.4 Rate Increase - B

The Operator may immediately increase the Rates by giving notice if unforeseen additional costs are imposed on the Operator in performing the Services, including, but not limited to, statutory salary increases for the Operator's employees.

### 6.5 Weight verification

When the Operator weighs and finds the weight to be more than the weight declared by the User, by either weighbridge or draft survey, then the highest weight will be charged at the applicable Rate.

### 6.6 Volume measurement

Freight Tons will be normally considered based on the Cargo manifest. However, the Operator may carry out random or full verification of measurement of any Cargo and consider the highest volume for the purpose of calculating the Rates. Measurements shall be made based on extreme measurements.

Cost involved, in case of misdeclaration, will be charged in accordance with [Clause 6.12](#)

### 6.7 Gang idle time / detention

Costs arising from obstructed or delayed operations due to matters beyond the control of the Operator will be charged to the User as further described in [Clause 10.3.4](#) (Dry Bulk), [10.3.8.7](#) (Aggregates and Limestone), [10.4.7](#) to [10.4.10](#) (non-RoRo) and [10.5.5](#) (RoRo), regardless the source of such obstruction or delay.

Note: this includes, but is not limited to, idle time related to obstructed or delayed operation due to adverse weather conditions ("weather delay"). In case of adverse weather conditions it is upon the discretion of the Operator to (temporarily) stop the operation.



## 6.8 Shore Handling Rates

For import Cargoes: Rates include all normal Cargo handling as from Vessel's hook until Delivery on to the User's trailer with temporary outdoor storage on the Terminal (storage area, laydown area, etc.)

For export Cargoes: Rates include all normal Cargo handling as from arrival of the Cargo by the User's trailer until delivered to Vessel's hook with temporary outdoor storage on the Terminal (storage area, laydown area, etc.)

"Hooking on and hooking off are considered to be part of and included in Stevedoring"

The Rates for storage of Cargo on the Terminal are not included in these Rates.

The Operator reserves the right to charge separately/additionally for

- a) Cargo requiring multi-handling to receive in 'Dedicated storage area'.
- b) Cargoes which require special handling exceeding standard Cargo handlings.
- c) All Services provided extra.

## 6.9 Stevedoring Rates

Irrespective of the terms of shipment, payment of stevedoring and related service charges, stevedoring rates will be the responsibility of the Vessel and/or his Agent, (exceptions are considerable for Dry Bulk as specified in [Clause 10.3.3](#) or in the event Vessel and/or his Agent have sought and received prior written approval from Operator's commercial department to deviate from the same).

To qualify for the Transshipment Cargo Rates, the Cargo must be discharged by the first Vessel onto the Terminal and remain in the custody of the Operator until Cargo is loaded on board the on-carrying Vessel at the Terminal.

## 6.10 Payment of invoices and advance collection of funds

The Operator may at its sole discretion, estimate and collect in advance all expected cost which may accrue against Cargo operations. Use of the Terminal, and/or permission to sail, and/or release of Cargo may be denied until such advance charges have been paid.

The User shall pay each invoice submitted to it by the Operator, in full and in cleared funds, prior to arrival of inbound or outbound Cargo and prior to the start of the physical handling operation, or within 7 days after invoice receipt to a bank account nominated in writing by the Operator, whatever earliest.



## 6.11 Failing to pay

Without prejudice to any other right or remedy that it may have, if the User fails to pay the Operator on the due date, the Operator may:

- a) Charge interest on such sum from the due date for payment at the monthly rate of 1.5%, accruing on a daily basis and being compounded quarterly until payment is made; and/or
- b) Suspend all Services until payment has been made in full; and/or
- c) Suspend receiving or delivering Cargo and the use of the Terminal; and/or
- d) Place a lien on the Users' Cargo; and/or
- e) Use a financial guarantee provided by the User, such as, but not limited, security cheque, bank guarantees, or the like.

Vessels which are awaiting commencement of handling operations, or which cannot sail due to absence of payment will be considered and charged as per [Clause 6.16](#).

## 6.12 Misdeclaration

In case of misdeclaration as per [Clause 6.5](#) (weight verification) and [Clause 6.6](#) (volume measurement) the Operator will charge all additional costs to the User responsible for such misdeclaration (the declaring party) or if such party cannot be identified to any other User who is connected to the Cargo, unless agreed otherwise in writing.

Such costs, include but are not limited to Vessel related activity;

- a. Labor and equipment charges;
- b. Extra Freight Tons for Weighing charges;
- c. Extra Freight Tons for Shore handling and Stevedoring related charges;
- d. Extra Freight Tons for other Services been provided;
- e. Overtime surcharges.

Such costs will be for account of:

- a. The Vessel or its Agent for imports and transshipments\*;
- b. The Vessel or its Agent if an export booking has been entered into by the Vessel or its Agent;
- c. The consignor or its agent if an export booking has been entered into by the consignor or its agent;
- d. For non-Vessel related Services, the Operator reserves the right in case of misdeclaration to charge the User having requested for the Services for extra Tons and verification/measurement cost involved.

(\* ) Unless Vessel or its Agent provides a signed and stamped letter from the consignee accepting the additional costs for misdeclaration prior to arrival of vessel. A template of an acceptance letter can be provided by the Operator to the Agent.



## 6.13 Overlanded / shortlanded cargo

Overlanded cargo refers to the cargo not included in the documentation e.g. bill of lading(s), manifest, packing lists declared by the Vessel Agent, however the cargo is discharged by the Operator on instruction of the Master of the Vessel.

Shortlanded cargo refers to the cargo included in the documentation e.g. bill of lading(s), manifest, packing lists declared by the Vessel Agent, which was not found on board or not discharged as per instruction of the Master of the Vessel.

The cargo documentation will be used for preliminary invoicing by the Operator. A correction on the amount of units, FRT, CBM and/or MT which is actually discharged (overlanded or shortlanded cargo) shall be made in the form of a final debit invoice, or a credit note.

## 6.14 Value Added Tax

In this Tariff, "VAT" means "Value added tax" or any equivalent tax chargeable in Oman or any equivalent tax or duty which may be imposed in substitution for it or in addition to it at the rate applicable from time to time. The Oman VAT Law and Executive Regulations make a specific distinction between the international transport of goods and passengers and related services thereto (zero rated), versus local transport of goods and passengers and related services thereto (standard rated). The rates in the Published Tariff are published including VAT (either zero rated or standard rated) in the respective column heads.

Changes in VAT Law and Executive Regulations with future or retrospective impact will be applied, in case applicable to the services/supplies and the rates set out in this publication and the rates set in the Published Tariff.

## 6.15 Fuel surcharge

The Operator uses fuel for its handling equipment during its operations. A Fuel Surcharge - as cost compensation for the increase in the fuel purchase prices - has been implemented on the 15<sup>th</sup> of September 2022. This cost component is updated every 15<sup>th</sup> of the month and published at the website of the Operator. The surcharge is charged per (freight/metric) ton and is indicated separately on stevedoring invoices.

## 6.16 Unworkable Vessel / Berth Overstay / Vessel Hindrance

The Operator is entitled to charge the rates related to Unworkable Vessel / Berth Overstay / Vessel Hindrance in the below events. Unworkable Vessel / Berth Overstay / Vessel Hindrance, including but not limited to start and stop of the operation, Actual Time of Completion (ATC) and Actual Time of Departure (ATD) are registered by the Operator in its Statement of Facts (SOF).

- a) When Unworkable Vessel is applicable. Unworkable Vessel means when a Vessel is deemed unworkable when the Stevedoring operation are unable to commence, are interrupted, stopped or have been completed but it is prevented from shifting or sailing from the berth outside of the control of the Operator such as that the Vessel is technically and/or operationally not moveable, due to blackout, strike, dispute, or the like.



- b) When Berth Overstay is applicable. Berth Overstay means when a Vessel is not sailed within 3 hours after completion of Vessel discharge/loading operation outside of the control of the Operator. This is including, but not limited to, delay in arrival of pilots, an oil spillage. The completion of the discharge and/or loading operation is registered in the SOF by the Operator as the ATC of the discharge and/or loading operation. The sailing of the vessel is registered in the SOF by the Operator as the ATD of the discharge and/or loading operation.
- c) When Vessel Hindrance is applicable. Vessel Hindrance means that the Operator (potentially) cannot use its Terminal and/or Facilities in whole or in part in a manner that it prevents and/or delays the Operator from benefiting its granted concession in the Port of Sohar due to the Vessel, regardless the reason, unless Vessel Hindrance is directly caused by gross negligence or willful misconduct of the Operator.
- d) Regardless the before mentioned, the Operator reserves the right to move/shift the Vessel away from her berths at all times at Vessel/owner's expense.

Irrespective of the terms of shipment, Unworkable Vessel and/or Berth Overstay is always debited to the Vessel or its Agent.

## 6.16.1 Authority-Restricted Vessel

When a Vessel pursuant to any order, instruction, directive, restriction, or measure imposed by a competent authority such as but not limited to the Port Authority, Harbour Master, is to remain at Operator's berth, suspend stevedoring operations, or otherwise stay within the Terminal area, or at any berth or other location where the Operator is providing services to the Vessel, by for any reason whatsoever, regardless of cause and without any act or omission on the part of the Operator, including but not limited to environmental pollution, safety investigations, regulatory requirements, or similar circumstances, irrespective of whether such situation is caused by the Vessel itself or by any third party or external source, any and all consequences, costs, losses, delays, and associated expenses arising therefrom shall remain fully for the account of the User.

## 6.17 Permissible grace period Vessels at berth - General Cargo, Ro-Ro Cargo

SN	Permissible time for	Grace Period
A	The period between "Actual Time of Arrival (ATA)" up to the moment the Vessel is ready in all aspects to commence delivery or receipt of Cargo, which includes but is not limited to obtaining free pratique, lowering ramp, opening sufficient hatches for all planned gangs to commence operation.	120 minutes
B	The period between "Actual Time of Completion of Operation (ATC)" to moment "Actual Time of Departure (ATD)"  After the grace period, Berth Overstay will be applicable as per <a href="#">Clause 6.16</a> .	180 minutes

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## 7. Working hours

The Terminal working hours and overtime policies are as set out in [Chapter 11](#).

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## 8. Limitation of liability

### 8.1 Indemnity (Operator held harmless)

Each User, Vessel owner, operator, charterer or their agents whose Vessel calls at the Terminal and each Owner or agent of Cargo handled thereat as a condition to receiving services at the Terminal hereby agrees to indemnify and hold harmless the Operator, any of its agents, servants or employees (and any other person, firm or corporation engaged by the Operator to furnish labour, materials or equipment relating to the receipt or handling of Cargo or Containers, their Cargoes or Vessels at the Terminal) from and against all losses, claims, demands and suits for damages (including court expenses and counsel fees), for death or personal injury or property damage that may be imposed upon the Operator or any of its agents, servants, employees or contractors by any User, Vessel owner, operator or charterer or such Cargo owner (or their agents or employees) as a consequence of the use of the Terminal or the Operator providing Services at the Terminal.

**8.2** The Operator shall not be liable to any User under or in connection with the Services or the User's use of the Terminal for:

- a) The weight, volume, moisture levels or quality of the Cargo; and/or
- b) Loss of profits; and/or
- c) Loss of sales or business; and/or
- d) Loss of contracts; and/or
- e) Loss of or damage to goodwill; and/or
- f) Punitive damage; and/or
- g) Exemplary damage; and/or
- h) Vessel demurrage/detention, waiting time, additional charter costs, costs for general delays; cost for truck waiting time, and/or
- i) Additional Port charges, such as:
  - a. Tug assistance
  - b. Pilotage, and/or
- j) Any indirect or consequential loss.

**8.3** The Operator's total liability to a User under or in connection with the Services or the User's use of the Terminal shall, in respect of all claims (connected or unconnected) in any consecutive three-month period, be limited to the equivalent of the total charges paid by the User to the Operator in that period.

**8.4** If the Operator's performance of the Services is prevented or delayed by any act or omission of a User, agents, subcontractors, consultants or employees, then the Operator shall not be liable for any costs, charges or losses sustained or incurred by the User that arise directly or indirectly from such prevention or delay.



**8.5** If the Operator's performance of the Services is prevented or delayed by any event of Force Majeure, then the Operator shall not be liable for any failure or delay in performance or the costs, charges or losses sustained or incurred by the User that arise directly or indirectly from such failure or delay. Where the Operator is subject to an event of Force Majeure, the Operator will promptly inform User(s) of the Terminal of the occurrence and nature of the relevant event or circumstance of **Force Majeure** and will use its reasonable endeavours to resume its services as soon as reasonably possible.

"**Force Majeure**" means any event or circumstance not within the Operator's reasonable control including, but not limited to:

- a) acts of God, including but not limited to fire, flood, atmospheric disturbance, lightning, windstorm, typhoon, tornado, earthquake, landslide, tsunami, tempest, soil erosion, subsidence, washout or pandemic, epidemic, endemic and quarantine restrictions, shipwreck, navigational and maritime perils or other natural disasters;
- b) war (whether declared or undeclared), threat of or preparation for war, armed conflict, imposition of sanctions, embargo, breaking off of diplomatic relations or similar actions;
- c) terrorist attack, civil war, civil commotion or riots;
- d) nuclear, chemical or biological contamination or sonic boom;
- e) fire, explosion or accidental damage;
- f) loss at sea;
- g) extreme adverse weather conditions;
- h) collapse of building structures, failure of plant machinery, machinery, computers or vehicles;
- i) any labour strikes, industrial action or lockouts; and
- j) interruption or failure of Port service, including but not limited to electric power, gas or water.

**8.6** The Operator shall not be liable for any direct loss or direct damage including, but not limited to, damage to the Cargo and/or damage caused by the Cargo or the handling thereof, save where the User proves that the damage was caused by the gross negligence or willful misconduct, like intoxication or a deliberate act, of the Operator or any other party for whom the Operator is responsible.

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## 9. Governing law

**9.1** Any dispute or claim arising out of or in connection with the Tariff shall be governed by, and construed in accordance with, the laws of Oman.

**9.2** The Operator and the User shall use their best efforts to amicably settle any dispute, or claim arising out of the Tariff or the breach, termination, or invalidity thereof. If the matter is not resolved by negotiation the Operator and the User will refer the dispute to the Oman courts.

**9.3** The parties irrevocably agree that the Oman courts shall have jurisdiction to settle any dispute or claim that arises out of or in connection with these terms and conditions.

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## 10. Rate Schedules

Clause Number	Clause Title
<a href="#">10.1</a>	Shore Handling rates (Non Ro-Ro)
<a href="#">10.2</a>	Shore handling rates for Ro-Ro Cargoes
<a href="#">10.3</a>	Dry Bulk and minerals (Shore Handling and stevedoring) rate
<a href="#">10.4</a>	Stevedoring rates (Non Ro-Ro)
<a href="#">10.5</a>	Stevedoring rates (Ro-Ro)
<a href="#">10.6</a>	Equipment Charges and Administration Charges
<a href="#">10.7</a>	Container Freight Station and Warehousing
<a href="#">10.8</a>	Vessel Documentation

Click a clause number to be directed to the clause in this chapter.

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## 10.1 Shore Handling rates (Non Ro-Ro)

Clause Number	Clause Title
<a href="#">10.1.1</a>	Shore Handling (Non-RoRo) Rate Table
<a href="#">10.1.2</a>	Volume Discounts
<a href="#">10.1.3</a>	Heavy Lifts and Oversized Cargo
<a href="#">10.1.4</a>	Dangerous, Hazardous and (ob)noxious Cargoes
<a href="#">10.1.5</a>	Distressed Cargo
<a href="#">10.1.6</a>	Damaged or Defective Goods
<a href="#">10.1.7</a>	Misdeclaration of Cargo Weights
<a href="#">10.1.8</a>	Overtime
<a href="#">10.1.9</a>	Storage / Demurrage Charges
<a href="#">10.1.10</a>	Services related to inspections Customs
<a href="#">10.1.11</a>	Transshipment
<a href="#">10.1.12</a>	Misdeclaration of Cargo Measurements
<a href="#">10.1.13</a>	Weighing and Facility Charges
<a href="#">10.1.14</a>	Cargo Handling on Terminal with Mobile Shore Cranes
<a href="#">10.1.15</a>	Cargo Sorting & de-nesting of Cargo
<a href="#">10.1.16</a>	VAT (Value Added Tax)
<a href="#">10.1.17</a>	Operator's Mafi Rental
<a href="#">10.1.18</a>	Administration Fees
<a href="#">10.1.19</a>	Intimation of Cargo collection/delivery
<a href="#">10.1.20</a>	Auctioned Cargo Charges

Click a clause number to be directed to the clause in this chapter.

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## 10.1.1 Shore Handling (Non-RoRo) Rate Table

Each Ton is considered a Freight Ton (FRT), and is unless otherwise specified

Calculated on volume (CBM – m<sup>3</sup>) at extreme measurements (calculated by biggest length x biggest width x biggest height – all in meters) or metric ton (referred to in this Tariff as "Metric Ton", "MT" or "Mton", whatever highest).

SN	Category	Received at Terminal (OMR per FRT)		Direct Delivery (OMR per FRT)	
		Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT
A	Timber	2.440	2.562	N/A	
B	Plywood Bundles	2.580	2.709	N/A	
C	Jumbo Bags and pre-slinged bags* i. Charged on MT basis. ii. Minimum 1 MT per unit average, lower average will result in an increased Pro Rated adjustment of the Rate. iii. Minimum stacking height of bags: Tier 3 lower average will result in an increased Pro Rated adjustment of the Rate.	1.985	2.084	On request	
D	Steel Coils, Billets, Wire rod, Plates, Steel Structures (e.g. Angles, Channels, H-beam, etc.), etc.	3.655	3.838	N/A	
E	Steel Rebar	3.650	3.833	N/A	
F	Steel Pipes (coated and uncoated)	3.600	3.780	N/A	
G	Ro-Ro Cargoes	As per <a href="#">Clause 10.2.1</a>		As per <a href="#">Clause 10.2.1</a>	
H	General Cargo and not otherwise specified Cargoes (including Palletized Cargo)	2.445	2.567	On request	
I	Dry Bulk solid Cargo and minerals	As per <a href="#">Clause 10.3</a>		As per <a href="#">Clause 10.3</a>	
J	Aggregates and Limestone	As per <a href="#">Clause 10.3.8</a>		N/A	
K	Aluminium and other non-ferrous metals	On Request		N/A	
L	Livestock	N/A		On Request	
M	Any Unit over 20 Metric Ton (unless having a weight exception as mentioned in <a href="#">Clause 10.1.3</a> )	200% of A-F, H		200% of A-F, H	
N	Any Unit out of gauge, exceeding one or more of the following dimensions in meters: length > 12.0, width > 2.40, height > 3.0 (unless having a dimension exception as mentioned in <a href="#">Clause 10.1.3</a> )	200% of A-F, H		200% of A-F, H	
L	ISO Containers	As <a href="#">Clause 10.1.1.1</a>		As <a href="#">Clause 10.1.1.1</a>	

(\* ) Note:



## 10.1.1.1 Shore handling ISO Containers

Rates apply to 20' and 40' containers regardless of IMO Class and regardless of IMEX status.

A 20' container shall be a container up to 20', and a 40' container shall be a container exceeding 20' up to 45'. All rates chargeable to User.

IMO 1 requires to be received/delivered from/to the Vessel on a direct delivery basis. IMO 7 is prohibited. Other IMO Class storage requests will be reviewed upon receiving suitable information.

SN	IMEX	Class	Container Type	Category / Invoice Line description	Rate Basis	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Import	Non-IMDG	20 ft	THC 20 ft Laden IMP	Each Unit	71.765	75.353
B	Import	IMO 1	20 ft	THC 20 ft IMO Class 1 Direct delivery IMP	Each Unit	114.835	120.577
C	Import	IMO 2,3,4,5,6,8,9	20 ft	THC 20 ft IMO Class 2-6,8,9 IMP	Each Unit	143.540	150.717
D	Import	Non-IMDG	40 ft	THC 40 ft Laden IMP	Each Unit	83.250	87.413
E	Import	IMO 1	40 ft	THC 40 ft IMO Class 1 Direct delivery IMP	Each Unit	172.250	180.863
F	Import	IMO 2,3,4,5,6,8,9	40 ft	THC 40 ft IMO Class 2-6,8,9 IMP	Each Unit	172.250	180.863
G	Export	Non-IMDG	20 ft	THC 20 ft Laden EXP	Each Unit	86.130	90.437
H	Export	IMO 1	20 ft	THC 20 ft IMO Class 1 Direct delivery EXP	Each Unit	114.835	120.577
I	Export	IMO 2,3,4,5,6,8,9	20 ft	THC 20 ft IMO Class 2-6,8,9 EXP	Each Unit	143.540	150.717
J	Export	Non-IMDG	40 ft	THC 40 ft Laden EXP	Each Unit	97.605	102.485
K	Export	IMO 1	40 ft	THC 40 ft IMO Class 1 Direct delivery EXP	Each Unit	172.250	180.863
L	Export	IMO 2,3,4,5,6,8,9	40 ft	THC 40 ft IMO Class 2-6,8,9 EXP	Each Unit	172.250	180.863



## 10.1.1.2 Container Weighing

Rate chargeable to User. For imports this includes weighing of containers upon delivery at gate. CRO fee is charged to User.

For exports this includes weighing of containers upon receipt at gate. CDO fee collected from User.

SN	IMEX	Class	Container Type	Category / Invoice Line description	Rate Basis	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Any	Any	Any	Container weighing charges	Each Unit	5.595	5.875

## 10.1.2 Volume discounts

Volume discounts will be granted for items in [Clause 10.1.1](#) for item A-F, H, M and N, as follows per shipment:

SN	Shipment size	Volume discount
A	Up to 5,000 FRT	NIL
B	Between 5,001 – 10,000 FRT	10%
C	Between 10,001 – 15,000 FRT	20%
D	More than 15,001 FRT	30%

## 10.1.3 Heavy lifts and oversized cargo

Single units weighing over 20 Metric Ton and/or with dimensions exceeding one of the maximums of length (12.0 meter), width (2.4 meter) or height (3.0 meter) will be charged at 200% of the rates as mentioned in [Clause 10.1.1](#) item M and N.

Exception to the above i.e. special criteria is (in case no special criteria the above mentioned criteria is applicable, in which case this is mentioned in the below table as 'Not applicable'):

SN	Cargo	Considered heavy lift when weight exceeds	Considered oversized when length exceeds	Considered oversized when width exceeds	Considered oversized when height exceeds
A	Steel Pipes	Not applicable	18 meters	1.65 meters	1.65 meters
B	Steel Rails	Not applicable	18 meters	Not applicable	Not applicable
C	Steel Rebar and Steel Billet	Not applicable	15 meters	Not applicable	Not applicable
D	Steel Coils	40 Metric Ton	Not applicable	Not applicable	Not applicable
E	Steel Plates	30 Metric Ton	15 meters	4 meters	Not applicable
F	Steel Poles	Not applicable	18 meters	1.65 meters	Not applicable
G	Steel Sheets	30 Metric Ton	15 meters	4 meters	Not applicable



Units with excessive dimensions and/or with weights above 30 Metric Ton and/or 100 CBM have to be co-ordinated between Agent's and Terminal operations well in advance of shipment arrival. Mobile shore cranes have to be requested in advance and are subject to availability. Charges are applicable in addition to shore handling charges for Units delivered with mobile shore cranes, as mentioned under [Clause 10.1.14](#)

Units which cannot be handled with mobile shore cranes should arrive in Vessels with sufficient lifting gear.

For all units over 30 Metric Ton and/or 100 CBM (and/or with excessive dimensions) pre-permission is required from the Operator to receive units on 'Receive at Terminal' basis. Units which cannot be handled on shore with either mobile shore cranes or other Terminal equipment should generally be taken on Direct Delivery Basis.

When Units can be received by the Operator but cannot be handled by Terminal equipment, the User shall arrange for the transport from hook up to delivery (and vice versa for export) and for suitable storage means (such as stools, beams, elephant legs).

#### **10.1.4 Dangerous, Hazardous and (ob)noxious Cargoes**

Full details of all Dangerous and Hazardous Cargo should be submitted to the Terminal Operator prior actual operations. Dangerous Cargo and Hazardous Cargo will only be received at the Terminal by advance arrangement / prior approval of the Operator. The Operator reserves the right to refuse or handle any Cargo or provide storage which in its judgement is likely to damage human health, other Cargo or property.

**Shore handling charges shall be 150% of applicable Shore Handling rates.** Class 1 (explosives) and Class 7 (radioactive material) on request.

#### **10.1.5 Distressed Cargo**

Cargo that has been subjected to fire, water, shifting, or other causes that will cause the Cargo to be handled other than in the normal efficient manner, shall be subject to special rates.

#### **10.1.6 Damaged or defective Goods**

Damaged or defective Cargo which are likely to deteriorate must be cleared from the Terminal within 30 days of the date of discharge. The Terminal Operator will not assume any further responsibility for loss or damage. Any goods not cleared in accordance with the above may be removed by the Terminal Operator at Cargo Owner's and/or agent's risk and expense.

#### **10.1.7 Misdeclaration of Cargo Weights**

The Operator will not permit its equipment be used in any way to lift, move or transport Cargo unit(s) weighing in excess of the Safe Working Load. Should the Operator's equipment be used in handling an overweight Cargo unit, the party or parties causing such unauthorized use shall be held liable for all losses, claims, demands and suits for damages including death and personal injury, legal and court expenses, directly or indirectly resulting from such unauthorized use.

Misdeclared Cargo unit(s) tendered to the Port Authority will be rejected.

The contents of [Clause 6.12](#) shall apply logically to the circumstances contained in this clause.



## 10.1.8 Overtime

Overtime charges are applicable for Cargo deliveries during overtime hours. Overtime deliveries require to be requested on a business day before 12.00 hours. The below surcharges are applicable.

Overtime hours can be found in [Clause 11](#).

SN	Item	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Overtime during normal working days	25% of shore handling charges	25% of shore handling charges
B	Overtime during weekends and holidays	50% of shore handling charges	50% of shore handling charges
C	Minimum Order Value	85.000 per delivery	89.250 per delivery

### 10.1.8.1 Late Delivery of Export Cargo

For Export Cargo, the Cargo not delivered to the Terminal at the agreed Cargo delivery cut-off time, will not be accepted, unless the Operator and booking party agree on late delivery.

For late Cargo deliveries, below surcharges are applicable.

SN	Item	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Late delivery during weekdays	25% of shore handling charges	25% of shore handling charges
B	Late delivery during weekends and/or holidays	50% of shore handling charges	50% of shore handling charges

## 10.1.9 Storage / Demurrage Charges

### 10.1.9.1 Import / Export

Calculation of Storage and Demurrage in accordance with [Clause 2.1.10.1](#) and [Clause 2.1.10.3](#)

SN	Demurrage Period Import / Export*	Demurrage Slab	Demurrage Charge in OMR (incl. 0% VAT)	Demurrage Charge in OMR (incl. 5% VAT)
A	First 10 days	N/A	Free of charge	Free of charge
B	Next 10 days, per 10 days or part thereof	1	0.625 per FRT	0.656 per FRT
C	Next 10 days, per 10 days or part thereof	2	0.935 per FRT	0.982 per FRT
D	Next 10 days, per 10 days or part thereof	3	1.255 per FRT	1.318 per FRT
E	Thereafter, per 10 days or part thereof	4,5,6, etc.	1.875 per FRT	1.969 per FRT

(\*) Note: demurrage for (big/jumbo/sling) bags is calculated and charged per MT. Minimum stacking height of bags: Tier 3. A lower stacking average will result in an increased pro-rated adjustment of the Demurrage Charge.



## 10.1.9.2 Transshipment

Calculation of Storage and Demurrage in accordance with [Clause 2.1.10.2](#)

SN	Demurrage Period Transshipment	Demurrage Slab	Demurrage Charge in OMR (incl. 0% VAT)	Demurrage Charge in OMR (incl. 5% VAT)
A	First 20 days	N/A	Free of charge	Free of charge
B	Next 5 days, per 5 days or part thereof	1	0.625 per FRT	0.656 per FRT
C	Thereafter, per 5 days or part thereof	2,3,4, etc.	0.935 per FRT	0.982 per FRT

## 10.1.9.3 Long Term Storage

Cargo storage on Terminal 'on long term basis' will be charged and quoted for separately on a case to case basis. Storage requirements must be known to the Terminal in advance. For Cargo stored on long term basis Free Storage Time is not applicable.



## 10.1.9.4 ISO Container Demurrage/Storage

Import demurrage for User account, in this case consignee or considering the circumstances any party that the Operator, in its sole discretion, deems appropriate.

Export demurrage for User account, in this case the Vessel, its Agent or considering the circumstances any party that the Operator, in its sole discretion, deems appropriate. Import and export demurrage conditions as set out in [Clause 2.1.10](#) are applicable.

SN	IMEX	Class	Container Type	Category / Invoice Line description	Free Storage Time	Demurrage slabs	Rate Basis	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Import	Non-IMDG	20 ft	Container demurrage 20 ft IMP	10	Per 5 days or part	Each Unit per slab	11.480	12.054
B	Import	Non-IMDG	40 ft	Container demurrage 40 ft IMP	10	Per 5 days or part	Each Unit per slab	17.235	18.097
C	Import	2,3,4,5, 6,8,9	20 ft	Container demurrage IMO 20 ft IMP	5	Per 5 days or part	Each Unit per slab	57.410	60.281
D	Import	2,3,4,5, 6,8,9	40 ft	Container demurrage IMO 40 ft IMP	5	Per 5 days or part	Each Unit per slab	86.130	90.437
E	Export	Non-IMDG	20 ft	Container demurrage 20 ft EXP	10 *	Per 5 days or part	Each Unit per slab	11.480	12.054
F	Export	Non-IMDG	40 ft	Container demurrage 40 ft EXP	10 *	Per 5 days or part	Each Unit per slab	17.235	18.097
G	Export	2,3,4,5, 6,8,9	20 ft	Container demurrage IMO 20 ft EXP	5 *	Per 5 days or part	Each Unit per slab	57.410	60.281
H	Export	2,3,4,5, 6,8,9	40 ft	Container demurrage IMO 40 ft EXP	5 *	Per 5 days or part	Each Unit per slab	86.130	90.437

\* Cargo acceptance date, last day of free storage and cut-off times subject to booking. Cut-off shall in principle be at least 48 hours and during normal working hours unless it is agreed or required that the containers be delivered on a direct delivery basis.



## 10.1.9.5 Dangerous Cargo and Hazardous Cargo Storage

Storage of Dangerous Cargo and Hazardous Cargo is subject to possibility; the Operator has the right to decide which Cargoes may be stored with respect to the Port Regulations.

Storage of Dangerous Cargo and Hazardous Cargo is not entitled to Free Storage Time, unless agreed otherwise in writing.

SN	Dangerous Cargo Class	Storage Slab	Storage charges in OMR (Per day, incl. 0% VAT)	Storage charges in OMR (Per day, incl. 5% VAT)
A	Class 1 and 7	Each Day	On request	On request
B	Other classes, packed in Jumbo Bags	Each Day	2.625 per MT	2.756 per MT
C	Other classes, packed on Pallets	Each Day	3.385 per FRT	3.554 per FRT
D	Other classes, not specified above	Each Day	3.435 per FRT	3.607 per FRT

## 10.1.9.6 Covered Storage

Covered storage is subject to availability and sole discretion of the Operator. Rates and conditions for covered storage will be provided on request.

## 10.1.10 Services related to inspections Customs

SN	Service	Charges in OMR (incl. 0% VAT)	Charges in OMR (incl. 5% VAT)
A	Assistance during inspection of Oman Customs authority of General Cargo 'In Gauge' (opening boxes, crates and the like) while Cargo is on Place of Rest (incl. manpower and equipment). *	51.000 per inspection*	53.550 per inspection*
B	Assistance during inspection of Oman Customs authority of Containers / Cargo inside Containers while Cargo is on Place of Rest (incl. manpower and equipment). *	51.000 per inspection*	53.550 per inspection*
C	Assistance during inspection of Oman Customs authority of General Cargo 'Out of Gauge' (opening boxes, crates and the like) while Cargo is on Place of Rest (incl. manpower and equipment). *	200% of SN 10.1.10.A per inspection*	200% of SN 10.1.10.A per inspection*
D	Services and/or resources required in case Oman Customs instructs routing of Cargo via Customs screening facility (e.g. X-ray). *	As per actual resources deployed.	

For each call out an administrative fee of OMR 10.500 (incl. 0% VAT) or OMR 11.025 (incl. 5% VAT) is charged.



(\*) In the event that the Operator is required to comply with any order, directive, instruction, regulation, or measure imposed by any governmental authority, port authority, customs authority, or other competent public body, whether issued orally or in writing and regardless of the form in which such instruction is communicated, the Operator shall be entitled to act immediately and in full compliance with such order without prior notice to, consultation with, or approval from the Client. Any actions taken by the Operator in compliance with such governmental order shall be deemed mandatory and shall not constitute a breach of contract. All costs, expenses, delays, liabilities, and risks arising from or in connection with compliance with such governmental order shall be for the sole risk and account of the Client. The Client expressly waives any claim against the Company for any direct, indirect, consequential, or incidental losses arising from the Company's compliance with such governmental order.

The Operator will quote separately for other requested and non-specified services.

### 10.1.11 Transshipment

Transshipment related Rates can be found in [Clause 10.4.14](#)

For transshipment shipments of significant size, the Operator may offer special transshipment Rates on request.

### 10.1.12 Misdeclaration of Cargo Measurements

The Operator will, randomly or in full, verify declared Cargo measurements as per submitted packing list by the Vessel, Agent, shipping line or booking party as per [Clause 6.5](#) and [6.6](#). In the event the Operator finds measurements being under declared, cost will be charged in accordance with [Clause 6.12](#).

### 10.1.13 Weighing and Facility Charges

Weighbridge charges include weighing full and empty trucks to determine delivered weight and include a delivery of weight receipt to the truck driver. In principle all Cargoes, exclusive Ro-Ro units, are weight upon delivery/collection of Cargo as required by law, unless physically not being able to go over the Operator's weighbridge. Weighbridges are calibrated up to 100 MT.

In cases where Cargo, including but not limited to Heavy Lift (H/L) and/or Out-of-Gauge (OOG) cargo, cannot physically pass over the Operator's weighbridge or where, in the Operator's sole and absolute discretion, the use of the weighbridge is not operationally appropriate, practicable, safe, or otherwise advisable. Below charge 10.1.3(B) applies as compensation for the use of special terminal facilities, dedicated berth arrangements, dedicated access arrangements, additional operational handling and/or administrative requirements associated with such Cargo.

SN	Service	Relevant charge in OMR (incl. 0% VAT)	Relevant charge in OMR (incl. 5% VAT)
A	Weighment of Cargoes	0.210 per FRT	0.221 per FRT
B	H/L & OOG Facility Charge	0.210 per FRT	0.221 per FRT
C	Weighbridge record per shipment	10.500 per report	11.025 per report

Note: Misdeclared weight will be charged in accordance with [Clause 6.12](#)



## 10.1.14 Cargo Handling on Terminal with Mobile Shore Cranes

Cargo requested by Users or Cargo required to be handled with mobile shore cranes, is subject to availability of equipment and assessment of Operator, and shall incur additional charges per move, per Unit. Multiple moves may be required during Terminal Operations in connection to the Vessel and delivery operations (from quay up to delivery or vice versa).

SN	Unit Weight	Delivery Charges by mobile shore crane in OMR (incl. 0% VAT)	Delivery Charges by mobile shore crane in OMR (incl. 5% VAT)
A	Units up to 100 Metric Ton (single lift)	465.000 per Unit per move per crane	488.250 per Unit per move per crane
C	Units between 100 and 125 Metric Ton (single lift)	640.000 per Unit per move per crane	672.000 per Unit per move per crane
D	Units above 125 Metric Ton or Twin-Lifts	On request	On request
E	Deliveries exceeding 3 hours	192.500 per hour extra	202.125 per hour extra

Note: Delivery rates include per move (a) maximum of 1 hour for the mobilization and demobilization of mobile shore cranes and (b) 2 hours provision of shore cranes, lifting gears, crane operators and riggers. For Cargo deliveries with mobile shore cranes, a prior delivery appointment is required to be made with the Operator.

Note: Cargo Handling on Terminal with mobile shore cranes require prior appointment which is to be requested at least 24 hours prior requirement, and always during office day before 12.00 AM hours.

## 10.1.15 Cargo Sorting & de-nesting of Cargo

Cargo will in principle be stored per bill of lading (imports) or booking (exports), unless specifically agreed otherwise. An alternative agreement should be agreed between the User and Operator in writing.

The declaring party shall provide the Operator with sorting requirements/instructions prior to arrival of Cargo with at least 24-hour notice and always during office hours before 12.00 AM hours.

If Cargo cannot be landed and segregated per bill of lading (or an alternative agreed segregating method) or in case of another sorting requirement by a User, Cargo sorting will be executed and charged to the User for the total amount of handled Cargo FRT.

Cargo landing mixed, due to absence of clear marks, stowage or any other reasons, are subject to sorting charges.

**Cargo Sorting Charges: 40% of applicable shore handling rates (Clause 10.1.1)**

For Cargo (as per [Clause 10.1.3](#)) which is subject to a 200% Rate, the above should be read as 40% of the 100% Rate or 20% of the 200% Rate.

**De-nesting Charges: 60% of applicable shore handling rates (Clause 10.1.1)**

For Cargo (as per [Clause 10.1.3](#)) which is subject to a 200% Rate, the above should be read as 60% of the 100% Rate or 30% of the 200% Rate.



## 10.1.16 VAT (Value Added Tax)

VAT (Value Added Tax) is applicable as described in [Clause 6.14](#).

## 10.1.17 Operator's Mafi Rental

Mafi trailers of the Operator can be rented for storage requirements upon request, and subject to availability. Rental of Mafi trailers requires to be agreed between the Operator and the User prior commencement of Vessel and Terminal operations.

SN	Mafi rental per calendar day (up to 100 MT)	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Day 1-5	28.780 per unit per day	30.219 per unit per day
B	Day 6+	57.560 per unit per day	60.438 per unit per day

No free time shall be applicable for the equipment rental.

## 10.1.18 Administration Fees

- |  |                                      |
|--|--------------------------------------|
| a) Documentation Charge Cargo Removal Order (CRO)  | <a href="#">As per Clause 10.6.3</a> |
| b) Documentation Charge Cargo Delivery Order (CDO) | <a href="#">As per Clause 10.6.3</a> |
| c) Data Amendment                                  | <a href="#">As per Clause 10.6.3</a> |
| d) Terminal Entry Pass (Gate Pass)                 | <a href="#">As per Clause 10.6.4</a> |
| e) Late documentation fees                         | <a href="#">As per Clause 10.8.3</a> |

## 10.1.19 Intimation of Cargo collection/delivery

For the purpose of efficient planning, co-ordination and truck turnaround times Users collecting or delivering Cargo are requested to intimate their plans to [delivery@om.steinweg.com](mailto:delivery@om.steinweg.com), preferably 24 hours prior requirement. Users not intimating their plans will be served, however it is to be noted that delays, if any, can occur.

## 10.1.20 Auctioned Cargo Charges

For account of the buyer of Cargo at auction:

SN	Type of Charge	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Auctioned Cargo Charge	2.865 per FRT	3.008 per FRT
B	Demurrage Charges per slab of 10 days or part thereof	1.875 per FRT	1.969 per FRT

Demurrage for the buyer of auctioned Cargo starts to count 10 days from the date of auction.

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## 10.2 Shore handling rates for Ro-Ro Cargoes

Clause Number	Clause Title
<a href="#">10.2.1</a>	Shore Handling Rate table for Ro-Ro Cargoes
<a href="#">10.2.2</a>	Free Storage Time Ro-Ro Units and Demurrage Charges
<a href="#">10.2.3</a>	Special services
<a href="#">10.2.4</a>	Transfer from place of rest to road carrier loading area
<a href="#">10.2.5</a>	VAT (Value Added Tax)
<a href="#">10.2.6</a>	Working Hours
<a href="#">10.2.7</a>	Administration Charges
<a href="#">10.2.8</a>	Weighing Charges
<a href="#">10.2.9</a>	Misdeclaration
<a href="#">10.2.10</a>	Auctioned Cargo Charges

Click a clause number to be directed to the clause in this chapter.

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## 10.2.1 Shore Handling Rate table for Ro-Ro Cargoes

SN	Unit type	Unit Range	Unit Rate in OMR (incl. 0% VAT)	Unit Rate in OMR (incl. 5% VAT)
A1	Self-propelled, wheeled units (New units)	Up to 3 MT	14.875	15.619
A2	Self-propelled, wheeled units (New units)	Above 3 MT up to 10 MT	18.145	19.052
A3	Self-propelled, wheeled units (New units)	Above 10 MT up to 20 MT	24.140	25.347
A4	Self-propelled, wheeled units (New units)	Above 20 MT up to 30 MT	48.215	50.626
A5	Self-propelled, wheeled units (New units)	Above 30 MT	2.265 per MT	2.378 per MT
B	Trailers (truck/trailer combination) Note: Loaded trailers discharged from Vessel and re-shipped empty are not subject to further charges	As per Below B2 to B6	As per below	As per below
B1	Truck without trailer (truckhead)	As per SN A	As per SN A	As per SN A
B2	Trailer without truck, inclusive towing (SEMI-trailer/dolly)	In Gauge Trailer	94.555	99.283
B3	Trailer without truck, inclusive towing (SEMI-trailer/dolly)	Out of Gauge Trailer	200% surcharge on B2	200% surcharge on B2
B4	Truck + Trailer combination	Up to 30 MT	48.215	50.626
B5	Truck + Trailer combination	Above 30 MT	2.265 per MT	2.378 per MT
B6	Truck + Trailer combination	Out of Gauge combination	200% surcharge on B4 or B5	200% surcharge on B4 or B5
C1	Tracked vehicles – Minimum charge. For protection of Vessel and quay-wall rope to be used around tracks when driving units. It is the responsibility of relevant Vessel's agent to arrange suitable ropes for discharge	Surcharge over rates mentioned in 10.2.1 A1 to 10.2.1 A5	38.835	40.777

### Remarks:

- Vehicles, trailers and other wheeled or tracked units loaded on top of other units shall be considered as individual units (SN – A1 to A5, B1 to B6 and C)
- Other Cargo loaded on any wheeled or tracked unit, including Mafi trailer, shall be charged as general and Break-Bulk Shore Handling Rates ([Clause 10.1.1](#)).
- General Cargo imported, exported or transshipped from/to Ro-Ro Vessel is charged as mentioned in ([Clause 10.1.1](#)).
- Shore handling charges for Transshipment vehicles / Ro-Ro units will be charged at 100% of the rates mentioned in SN – A1 to A5, B1 to B6 and C1 for the inbound movement (ship side to place of rest) and at 50% of the rates mentioned in SN – A1 to A5, B1 to B6 and C1 for the outbound movement (place of rest to ship side).



Conditions:

The before mentioned rates in [10.2.1](#) do not include Stevedoring charges and are based on the following conditions and services:

- a) All self-propelled units must start at once and be able to be driven under its own power.
- b) All wheeled units shall have sufficient air in their tires to be safely driven from/to Vessel and from/to Point of Rest. The Operator will not be responsible for damaged tires for those units which are removed or shifted with flat or under-inflated tires.
- c) Above rates cover movement of vehicle from ship-side to a Point of Rest in the marshaling yard for import units and vice-versa for export units, and from ship-side to marshaling yard and back to ship-side for transshipment units.

5. Ro-Ro units loaded or unloaded onto User's means of transport, during delivery via Lo-Lo operation (lift on – lift off), will be charged as Ro-Ro whereby the additional required lifting equipment and manpower needed for the Lo-Lo operation will be charged on actual basis.

### 10.2.1.1 Surcharge Shore handling Electric Vehicle (EV) Ro-Ro units

For EV units the following surcharges will be applicable on top of the charges described in [Clause 10.2.1](#).

SN	Unit type	Unit Range	Surcharge Rate in OMR (incl. 0% VAT)	Unit Rate in OMR (incl. 5% VAT)
A1	Self-propelled, wheeled EV units (New units)	Up to 3 MT	1.525	1.601
A2	Self-propelled, wheeled EV units (New units)	Above 3 MT up to 10 MT	2.500	2.625
A3	Self-propelled, wheeled EV units (New units)	Above 10 MT	5.000	5.250
A4	Other categories of <a href="#">Clause 10.2.1</a>	Categories A3, A4, A5, B, B1, B2, B3, B4, B5, B6, C1	On Request	On Request

### 10.2.1.2 Out of Gauge Dimensions Trailers and Truck Trailer Combinations

SN	Type	Considered oversized (OOG) when length exceeds	Considered oversized (OOG) when width exceeds	Considered oversized (OOG) when height exceeds
A	Truckhead New/ Used	15.00 meters	3.20 meters	4.50 meters
B	SEMI Trailer/dolly New/Used	15.00 meters	3.20 meters	4.50 meters
C	Truck + Trailer (truckhead + Semi Trailer/dolly) New/Used	20.00 meters	3.20 meters	4.50 meters



## 10.2.2 Free Storage Time Ro-Ro Units and Demurrage Charges

Provided the Cargo is handled over the quay 10 days free storage is provided for imports and exports.

Basis of storage and demurrage calculation in accordance with [Clause 2.1.10.1](#) and [Clause 2.1.10.3](#)

### 10.2.2.1 Demurrage Ro-Ro units

Demurrage charges will be charged as per below schedule:

SN	Demurrage Slab Unit range	1		2		3,4,5	
		First 5 days of demurrage, charged per slab of 5 days (OMR/Unit)		Second 5 days of demurrage, charged per slab of 5 days (OMR/Unit)		Thereafter charged per slab of 5 days (OMR/Unit)	
		0% VAT	5% VAT	0% VAT	5% VAT	0% VAT	5% VAT
A	Up to 3 MT	12.305	12.920	12.305	12.920	18.295	19.210
B	Above 3 MT up to 10 MT	17.115	17.971	17.115	17.971	25.505	26.780
C	Above 10 MT up to 20 MT	21.615	22.696	21.615	22.696	32.395	34.015
D	Above 20 MT up to 30 MT	27.900	29.295	27.900	29.295	41.695	43.780
E	Above 30 MT	37.205	39.065	37.205	39.065	55.785	58.574

### 10.2.2.2 Demurrage Electric Vehicle (EV) Ro-Ro units

For EV units a surcharge of 50% on the demurrage charges of [Clause 10.2.2.1](#) will apply as Operator needs to maintain significant additional space between parked units, from safety perspective.



## 10.2.3 Special services:

SN	Service	Charges in OMR (incl. 0% VAT)	Charges in OMR (incl. 5% VAT)
A	Towing of fuel-powered Ro-Ro units	44.975 per unit	47.224 per unit
B	Shifting of fuel-powered Ro-Ro units in yard	12.635 per unit	13.267 per unit
C	Towing of EV Ro-Ro units	As per actual resources deployed	
D	Shifting of EV Ro-Ro units in yard	As per actual resources deployed	
E	Assistance to start fuel-powered Ro-Ro units due to a defect (manpower, excl. equipment)	18.100 per hour or part thereof	19.005 per hour or part thereof
F	Assistance to start EV Ro-Ro units due to a defect	As per actual resources deployed	
G	Assistance to inflate tires (maximum 4 tires)	11.500 per unit	12.075 per unit
H	Assistance to start fuel-powered units due to battery deficiency (battery start)	20.250 per unit	21.263 per unit
I	Assistance to charge battery of EV units (units will be charged maximum 40%)	20.250 per unit	21.263 per unit
J	Support with loading of Ro-Ro units onto User's truck, by providing a driver (exclusive additional manpower/ equipment) *	16.935 per unit	17.782 per unit
K	Support with loading of Ro-Ro units onto User's truck, using a forklift and/or reach stacker. Including manpower and lifting gear*	125.000 per unit	131.250 per unit
L	Cargo condition Report (On request)	27.750 per unit	29.138 per unit
M	Assistance during inspection of Oman Customs authority of RORO units while cargo is on Place of Rest (manpower only, excluding equipment). *	25.000 per inspection	26.250 per inspection
N	Services and/or resources required in case Oman Customs instructs routing of Cargo via Customs screening facility (e.g. X-ray).	As per actual resources deployed.	
O	Where technical support other than above is required	Labor, material and fuel at cost + 10%	Labor, material and fuel at cost + 10%

For each call out an administrative fee of OMR 10.500 (incl. 0% VAT) or OMR 11.025 (incl. 5% VAT) is charged.

(\*) In the event that the Operator is required to comply with any order, directive, instruction, regulation, or measure imposed by any governmental authority, port authority, customs authority, or other competent public body, whether issued orally or in writing and regardless of the form in which such instruction is communicated, the Operator shall be entitled to act immediately and in full compliance with such order without prior notice to, consultation with, or approval from the Client. Any actions taken by the Operator in compliance with such governmental order shall be deemed mandatory and shall not constitute a breach of contract. All costs, expenses, delays, liabilities, and risks arising from or in connection with compliance with such governmental order shall be for the sole risk and account of the Client. The Client expressly waives any claim against the Company for any direct, indirect, consequential, or incidental losses arising from the Company's compliance with such governmental order.



## 10.2.4 Transfer from place of rest to road carrier loading area

In case of a dedicated area concept being applicable for a User:

The Operator will provide, on request and subject to availability and Operator's discretion, regular importers and/or exporters with a dedicated yard with adjacent truck loading areas. The User shall arrange for the move from the place of rest up to the truck loading areas and load the unit on truck for import shipments and shall arrange unloading of units from truck at an appointed off-loading area and move the units up to place of rest for export shipments. Such a move is considered a 'transfer'.

In case no dedicated area concept is applicable for a User:

For parties without a dedicated yard facility, the transfer from the place of rest up to the appointed truck loading point (in case of import) will be executed by the Operator, and vice versa in case of export. The loading or unloading of a truck will remain the responsibility of the transporter.

Such transfers are charged as follows:

SN	Unit range	Transfer rate (OMR, incl. 0% VAT)	Transfer rate (OMR, incl. 5% VAT)
A	Up to 3 MT	3.560 per unit	3.738 per unit
B	Above 3 MT up to 10 MT	4.135 per unit	4.342 per unit
C	Above 10 MT up to 20 MT	5.310 per unit	5.576 per unit
D	Above 20 MT up to 30 MT	7.070 per unit	7.424 per unit
E	Above 30 MT	11.795 per unit	12.385 per unit

*Special rates for such transfer will be considered upon request by the Operator for regular importers/exporters.*

## 10.2.5 VAT (Value Added Tax)

VAT (Value Added Tax) is applicable as described in [Clause 6.14](#).

## 10.2.6 Working Hours

As per [Clause 11](#).

Alternative working times for collection or delivery of RoRo units can be considered upon request.

## 10.2.7 Administration Charges

- a) Documentation Charge Cargo Removal Order (CRO) [As per Clause 10.6.3](#)
- b) Documentation Charge Cargo Delivery Order (CDO) [As per Clause 10.6.3](#)
- c) Data Amendment [As per Clause 10.6.3](#)
- d) Terminal Entry Pass (Gate Pass) [As per Clause 10.6.4](#)
- e) Late documentation fees [As per Clause 10.8.3](#)



## 10.2.8 Weighing Charges

Weighing fees will be charged as per [Clause 10.1.13](#).

Note:

- a) General Cargoes off-loaded from or loaded on Ro-Ro Vessel are subject to weighing charges.
- b) Ro-Ro units off-loaded from or loaded on Ro-Ro Vessel are not subject to weighing charges.

## 10.2.9 Misdeclaration

Misdeclaration by the declaring party shall be charged to the declaring party in accordance with [Clause 6.12](#)

## 10.2.10 Auctioned Cargo Charges

Auctioned Cargo Charges will be charged as per [Clause 10.1.20](#).

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## 10.3 Dry Bulk and minerals (Shore Handling and stevedoring) rates

Clause Number	Clause Name
<a href="#">10.3.1</a>	Indicative Dry Bulk Rates
<a href="#">10.3.1.1</a>	Indicative Stevedoring Rate Table
<a href="#">10.3.1.2</a>	Indicative Shore Handling Rate Table
<a href="#">10.3.2</a>	Free Storage Time and Demurrage Charges
<a href="#">10.3.3</a>	Stevedoring Related Charges
<a href="#">10.3.4</a>	Permissible grace period Vessels at berth and Gang Idle Time
<a href="#">10.3.5</a>	Working hours for Cargo delivery and Cargo Receiving (Shore Handling)
<a href="#">10.3.6</a>	Vessel Related Charges
<a href="#">10.3.6.1</a>	Quay Dues
<a href="#">10.3.6.2</a>	Garbage Collection and Garbage Skips
<a href="#">10.3.6.3</a>	Crew Changes
<a href="#">10.3.6.4</a>	Supplies
<a href="#">10.3.6.5</a>	Other Services
<a href="#">10.3.7</a>	Unworkable Vessel / Berth overstay / Vessel Hindrance
<a href="#">10.3.8</a>	Aggregates and Limestone Export Tariff
<a href="#">10.3.8.1</a>	Cargo Conditions
<a href="#">10.3.8.2</a>	Aggregates and Limestone Stevedoring Tariff
<a href="#">10.3.8.3</a>	Aggregates and Limestone Cargo Receiving Service (Shore Handling)
<a href="#">10.3.8.4</a>	Free Storage Time, demurrage, extension of storage time
<a href="#">10.3.8.5</a>	Excess delivered Aggregate or Limestone Cargo (Cargo Leftovers)
<a href="#">10.3.8.6</a>	Storage Laydown Areas
<a href="#">10.3.8.7</a>	Stevedoring Gang Idle Time
<a href="#">10.3.8.8</a>	In-warehouse cargo release
<a href="#">10.3.8.9</a>	Vessel Related Charges
<a href="#">10.3.9</a>	Suspension or Cancellation of Operation
<a href="#">10.3.10</a>	VAT (Value Added Tax)



Dry bulk Cargo means the dry Cargo suitable for being discharged/loaded loose from/to the carrying Vessel by means of grabs, conveying systems or vacuum equipment. Dry Bulk or minerals handling concept for 'Received at Terminal' or 'Direct delivery' will always be quoted for on a 'case by case' basis, taking in to account the specifications of the service and the nature of the Cargo.

The User needs to provide the following information on Cargo characteristics and/or shipment characteristics, in respect of the required service.

- a) Total volume and weight of the shipment; and
- b) A MSDS (Material Safety Data Sheet) of the Cargo; and
- c) Bulk density of the Cargo (metric ton per cubic meter); and
- d) Particle sizes and particle distribution; and
- e) Moisture content information; and
- f) Angle of Repose of the Cargo; and
- g) Dust content. E.g. does Cargo contain volatile dust or not; and
- h) Is Cargo in Free-flowing condition or not\*; and
- i) The amount of grades of Cargo per shipment; and
- j) The stowage details; and
- k) Hazardous characteristics (if any) in relation to people, equipment, storage area and/or other goods; and
- l) The required scope of service, including Vessel handling and storage requirements information; and
- m) Any potential measures to be taken to avoid environmental pollution, cross-contamination, dust generation or other to be avoided events; and
- n) Whether a special method of storage is required; and
- o) Special handling instructions

(\* ) Free flow Cargo condition refers to dry bulk Cargo that can move freely, is non-cohesive and can be easily and efficiently discharged from and/or loaded into a Vessel without sticking, clumping or jamming, allowing for smooth handling. Cargo, which is received sticky, caked, and/or is prone to clumping or jamming, obstructing efficient handling will be considered not in a free flowing condition and will be subject to Rate alteration and/or additional charges. Operator reserves the right to amend its Rates and conditions in case dry bulk Cargo is not in a free-flowing condition once operation needs to be executed.

## **Basis of rates and conditions**

Rates and conditions are calculated and provided to User based on information provided by the User prior to the Operation. This includes, but is not limited to, information on Cargo characteristics and/or shipment characteristics. Operator reserves the right to amend its Rates and conditions in case information differs from actual situation; in case the situation has an impact on operations and/or utilization of CSO equipment.



## 10.3.1 Indicative Dry Bulk Rates

### 10.3.1.1 Indicative Stevedoring Rate table

SN	Stevedoring Related Activity	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Stevedoring	0.955 /MT	1.003 /MT
B	Stevedoring Overtime	Quoted on case by case basis	Quoted on case by case basis
C	Provision of Grabs	Quoted on case by case basis	Quoted on case by case basis
D	Shore Crane surcharge	0.350/MT	0.368/MT
E	Vessel hatch cleaning/clearing	Quoted on case by case basis	Quoted on case by case basis
F	Cargo shifting between hatches	Quoted on case by case basis	Quoted on case by case basis
G	Stevedoring Gang Idle Time	<a href="#">As per Clause 10.3.4</a>	<a href="#">As per Clause 10.3.4</a>
H	Inaccessible cargo (e.g. sticky cargo on sides of hatches / staircase)	Quoted on case by case basis	Quoted on case by case basis

### 10.3.1.2 Indicative Shore Handling Rate table

SN	Shore Handling Related Activity	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Terminal transportation from/to quay from/to place of rest	0.400 / MT	0.420 / MT
B	Shore handling	0.900 / MT	0.945 / MT
C	Free Storage and Demurrage Charges	Quoted on case by case basis	Quoted on case by case basis
D	Weighbridge charges	0.210 / MT	0.220 / MT
E	Gate Pass Charges (Terminal Entry Pass)	<a href="#">As per Clause 10.6.4</a>	<a href="#">As per Clause 10.6.4</a>
F	CRO Charges	<a href="#">As per Clause 10.6.3</a>	<a href="#">As per Clause 10.6.3</a>
G	CDO Charges	<a href="#">As per Clause 10.6.3</a>	<a href="#">As per Clause 10.6.3</a>
H	Environmental Surcharge (if any)	Determined basis Cargo characteristics	Determined basis Cargo characteristics

Notes on [Clause 10.3.1.1](#) and [Clause 10.3.1.2](#):

The Indicative Rates are on indicative basis only. The Operator will quote on case by case basis (unless a service level agreement or the like is entered into with a User) after having received the necessary information to calculate rates for the services described in [Clause 3.1](#).

Rates of conveying systems or vacuum equipment, if and subject to availability, is not included in the Indicative Rates and shall be added by Operator.



The Indicative Rates are based on:

- a) Dry Bulk Cargo with a minimal (loose) bulk density of 1.0 MT / CBM; and
- b) A Vessel being able to receive minimum 3,000 MT per hour in case of a loading operation; and
- c) The fact that the Vessel needs to be workable for Operator on minimum 3 hatches/holds at all times, from start to completion; and
- d) Dry Bulk Cargo which is not lumpy, and which allows for easy grab access and manipulation; and
- e) Dry Bulk Cargo allowing for grab operations without the use of other machinery; and
- f) Dry Bulk Cargo for which Cargo manipulations can be executed without dust emissions, and which (based on the Operator's assessment) do not require the deployment of dust suppressing measures and machinery to mitigate dust emissions; and
- g) Dry Bulk Cargo is not considered Dangerous Cargo or Hazardous Cargo, nor having potential side effects to HSSE (health, safety, security and environment), Terminal Facilities or Cargoes of other Users. Dry Bulk Cargo deemed (based on the Operator's assessment) to (may) have such side effects or which is classified as Dangerous Cargo or Hazardous Cargo may be rejected by the Operator at the Operator's discretion.
- h) Dry Bulk Cargo that is in free flow conditions, with sizes not larger than 60 mm.

The Operator is at liberty to deploy shore cranes when and where deemed to be required for the optimization, efficiency and other reasons in the field of HSSE.

Rates exclude any cost related to the cleaning/clearing up during Vessel operations and cleaning of residue after completion of Vessel operations in the Vessel and on the quay-wall, which are charged separately based on equipment's and manpower used (unless quoted for). It is the sole decision of the Operator to decide whether quay-wall requires being cleaned/cleared.

Subject to the nature of the Cargo an environmental surcharge might be applicable.

### 10.3.2 Free Storage Time and Demurrage Charges

Free Storage Time and Demurrage Charges will be considered by the Operator on a case basis taking into consideration the Cargo, shipment size and Cargo delivery/receiving patterns.

Basis of Calculation as per [Clause 2.1.10.1](#) and [Clause 2.1.10.3](#)

### 10.3.3 Stevedoring Related Charges

#### 10.3.3.1 Related to consignee or consignor

Taken into consideration the common characteristics of the Dry Bulk trade (with terms of shipment often/regular being FOB or Free Out), the Operator will accept as an exception to [Clause 2.1.23](#) and in specific to "Irrespective of the terms of shipment, payment of stevedoring and related service charges will be the responsibility of the Vessel and/or his agent", to debit Stevedoring related Charges to the consignor (under Free In terms of shipment) or to the consignee (under Free Out terms of shipment), or considering the circumstances any party that the Operator, in its sole discretion, deems appropriate.

The foregoing includes Gang Idle time related to Stevedoring such as but not limited to Vessel hatches not opening, Vessel crane failure, Vessel power failure not allowing the necessary cranes to be used simultaneously (lost time), weather delay. Unless it is agreed otherwise in writing between consignee/consignor, Vessel Agent and Operator prior to the berthing of the Vessel.



### 10.3.3.2 Related to consignee or consignor

With regard to Stevedoring Gang Idle Time, the following Gang Idle Time shall always be debited to the Vessel or the Vessel Agent in the case:

- a) a delayed arrival of a Vessel (in accordance with [Clause 10.4.10](#));
- b) a delayed period until the Operator can commence the loading or discharging of a Vessel (i.e. till free pratique, completion of initial draft survey and the Vessel being ready in all aspects to receive or deliver Cargo);
- c) an excess time consumed by the Vessel to take draft surveys, including intermediate and final draft surveys;
- d) a delayed period related to disputes of any kind causing an obstructed or delayed operation. For example, disputes between consignee, consignor, charterer, vessel owner or the like.

For the purpose of Unworkable Vessel/Berth Overstay/Vessel Hindrance (as per [Clause 6.16](#)), Unworkable Vessel/Berth Overstay/Vessel Hindrance related charges, irrespective of the terms of shipment, will be debited to the Vessel or her Agent.

### 10.3.4 Permissible grace period Vessels at berth - Dry Bulk

SN	Permissible time for	Grace Period
A	The period between "Actual Time of Arrival (ATA)" up to the moment the Vessel is ready in all aspects to commence delivery or receipt of Cargo, which includes but is not limited to obtaining free pratique and conducting initial draft survey by the Vessel	120 minutes
B	The total time for intermediate draft survey(s) during Cargo operations (to the extend not executed during break hours of the Operator). After the grace period, Gang Idle Time will apply for all operating gangs.	45 minutes
C	The period between "Actual Time of Completion of Operation (ATC)" to moment "Actual Time of Departure (ATD)".  The <u>final draft survey</u> needs to be executed within this period.  After the grace period, Berth Overstay will be applicable as per Clause 6.16.	180 minutes

Grace periods allocated to the specific operational stages A, B and C are non-cumulative, non-interchangeable, and any unused time under one grace period may not be offset against, and/or transferred to, another stage.

#### 10.3.4.1 Gang Idle Time Rates Dry Bulk

SN	Indicative Dry Bulk Gang Idle Time Rate (OMR per Gang hour or part thereof)	
	Incl. 0% VAT	Incl. 5% VAT
A	700.000	735.000

Unless agreed otherwise or unless the Operator has informed the Vessel or its Agent 72 hours prior Vessel estimated time of arrival of a different Gang Idle Time Rate, the Indicative Gang Idle Time Rates will apply for that Vessel.



In case of Free in/Free out shipping terms, the gang idle time charges related to the vessel (including but not limited to vessel crane breakdown, hatches not opening) will be charged to the User, in this case consignor, consignee or considering the circumstances any party that the Operator, in its sole discretion, deems as common to the dry bulk trade, unless agreed otherwise prior to berthing of the vessel.

### 10.3.5 Working hours for Cargo delivery and Cargo Receiving (Shore Handling)

Shall be standard working Hours or otherwise agreed working hours between the Operator and User.

### 10.3.6 Vessel Related Charges

Vessel Related Charges are irrespective of the terms of shipment debited to the Vessel or his Agent.

#### 10.3.6.1 Quay Dues

Quay dues are applicable as per [Clause 10.4.27](#)

#### 10.3.6.2 Garbage Collection and Garbage Skips

- Garbage skips can be made available to all Vessels berthing alongside the Terminal.
- It is strictly prohibited to use garbage skips for the disposal of Hazardous Substances (cfr. IMDG regulations). A separate authorization must be obtained for the removal of such substances.
- For each waste category, a separate skip will be provided.
- Rental charges for the provided skip(s) include cost to remove the, environmentally harmless and not as dangerous good classified, garbage will be debited per skip and will be debited to the Vessel and/or Agent, as follows:

SN	Garbage skip rental charges (in OMR, per skip)	
	Incl. 0% VAT	Incl. 5% VAT
A	60.000	63.000

#### 10.3.6.3 Crew Changes

Crew changes are allowed by the Operator for Cargo operating Vessels.

For non-Cargo operating Vessels crew changing services will be offered on request.

For Cargo operating Vessels such crew changes should be executed in between berthing and prior completion of discharge/loading operations.

Charges for crew changes are as follows.

- Gate Pass Charges as per [Clause 10.6.4](#)
- Administrative Charges as follows:

SN	Administrative Charges Crew Changes (in OMR, per Vessel call)	
	Incl. 0% VAT	Incl. 5% VAT
A	36.000	37.800



## 10.3.6.4 Supplies

### Supply of water, bunkering (foodstuff), spare parts and/or fuel trucks to Vessels

For all parties wanting to bring in water, bunkering (food) and/or fuel trucks to Vessels, the following charges per truck apply, which will be debited to the agent or relevant party:

SN	Type of supply	Charges in OMR per truck (incl. 0% VAT)	Charges in OMR per truck (incl. 5% VAT)
A	Water	25.750	27.038
B	Bunkering (food and other supplies)	25.750	27.038
C	Fuel	74.650	78.383
D	Spare parts*	25.750	27.038
E	Above services (Clause 10.3.6.4 SN – A, B, C, D) per barge	107.500 per call	112.875 per call
F	Waste collection per barge	107.500 per call	112.875 per call

(\*) In case the Operator needs to load / discharge spare parts, Cargo will be charged as General Cargo according to the rates mentioned in [Clause 10.1.1](#) SN – H, M and N.

If Supplies are ordered by User and cancelled after cut-off time, a charge of 10.500 OMR per truck (incl. 0% VAT) will apply.

## 10.3.6.5 Other Services

Services and/or resources required in case Oman Customs instructs routing of Cargo via Customs screening facility (e.g. X-ray) will be charged as per actual resources deployed.

Other Services offered on request.

## 10.3.7 Unworkable Vessel / Berth Overstay / Vessel Hindrance Tariff

SN	Unworkable Vessel Charges (OMR per hour, multiplied by the Vessels LOA)		Berth Overstay Charges (OMR per hour, multiplied by the Vessels LOA)		Vessel Hindrance Charges (OMR per hour, multiplied by the unusable quay length (in m <sup>1</sup> ))	
	Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT
A	2.740	2.877	2.740	2.877	2.740	2.877



## 10.3.8 Aggregates and Limestone Export Tariff

### 10.3.8.1 Cargo Conditions

For Aggregates: This Tariff is based on coarse aggregates standard cargo sizes, inclusive 0 – 5mm, 5-10mm, 10-20mm, 20-40mm, 40-60mm particle sizes. Rates and conditions for sizes exceeding 60mm on request and subject to Operator's acceptance, other conditions, scope and tariffs.

For Limestone: This Tariff is based on standard cargo sizes, inclusive 0 – 5mm, 5-10mm, 10-20mm, 20-40mm, 40-60mm particle sizes. Particle size 60-120 mm is charged against a surcharge. Rates and conditions for sizes exceeding 120mm on request and subject to Operator's acceptance, other conditions, scope and tariffs.

### 10.3.8.2 Aggregates and Limestone Stevedoring Tariff

Included in the Rate:

- Cargo handling from the Point of Rest at the Terminal
- Cargo transportation to quay
- Cargo handling at Quay
- Stevedoring
- The supply of lifting and loading equipment as available at the Terminal.

Working hours; 24/7, Friday morning and officially declared holidays excluded unless used.

SN	Shipment Size (Metric tons)	Stevedoring Rate Aggregates (OMR per MT)		Stevedoring Rate Limestone (OMR per MT)	
		Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT
A	Up to 30,000	On request	On request	On request	On request
B	30,001 to 45,000	0.744	0.781	0.744	0.781
C	45,001 to 80,000	0.717	0.753	0.717	0.753
D	80,001 and above	0.691	0.726	0.691	0.726

Above rates are based on:

- loading of complete vessels in one continuous operation without interruption, without any stoppages or delays for segregation or other cargo-related adjustments during the loading process. Rates can vary in case of parcel shipments, and/or operating on one hatch or a limited number of hatches, and/or in case operation needs to stop during the loading process; and
- vessel being able to receive minimum 3,000 MT per hour in case of a loading operation\*; and
- the fact that the Vessel needs to be workable for Operator on minimum three (3) hatches/holds at all times, from start to completion.



(\*) In case a Vessel can load less than the minimum loading rate due to reasons including, but not limited to, slow(er) de-ballasting, a pro-rata stevedoring surcharge will apply because of loss of productivity.

### 10.3.8.2.1 Surcharge Stevedoring Tariff for Limestone size 60mm-120mm

The following surcharge is applicable on top of the rates in Clause 10.3.8.2- Limestone Stevedoring Tariff.

SN	Stevedoring Rate Limestone (OMR per MT)	
	Incl. 0% VAT	Incl. 5% VAT
A	0.161	0.169

### 10.3.8.3 Aggregates and Limestone Cargo Receiving Service (Shore Handling)

SN	Shore Handling Rate Aggregates (OMR per MT)		Shore Handling Rate Limestone (OMR per MT)	
	Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT
A	0.185	0.194	0.185	0.194

Included in the Rate:

- Administration: issuing CDO (cargo delivery order)
- Cargo delivery coordination
- Issuance of gate passes (first 50 '10 day-passes' included, extra passes as per Tariff)
- Weight registration (as per requirements Oman authorities)
- Receiving and stockpiling Cargo into storage areas (using wheel loaders or the like)
- Provision of dust suppressing machinery
- Cargo delivery during normal aggregate delivery hours (up to 24 hours per day, holidays excluded unless used)
- Provision of storage space during the free time, as specified in [10.3.8.4](#)

### 10.3.8.4 Free Storage Time, demurrage, extension of storage time

SN	Shipment Size (Metric tons)	Free Storage Time allocation in Calendar Days for Cargo Delivery Aggregates	Free Storage Time allocation in Calendar Days for Cargo Delivery Limestone
A	0 to 30,000	On request	On request
B	30,001 to 45,000	8	8
C	45,001 to 60,000	10	10
D	60,001 and above	12	12

Basis of Calculation as per [Clause 2.1.10.3.2](#).

Note 1: On the last day of Free Storage, the full cargo needs to be loaded on board of the Vessel and/or collected from terminal by truck. Demurrage charges will count on the first day after the last day of Free Storage.

Note 2: Users must reasonably spread Cargo delivery to the Terminal throughout the day and arrange transportation as such that trucks do not cluster and arrive in large quantities simultaneously.

Failure to spread transportation throughout the free storage period may result in delayed delivery of the shipment to the Terminal which shall not constitute a delay to have been caused by the Operator neither an argument for a waiver of demurrage charges. The Operator can provide the User on request with Cargo delivery reports, free of charge, allowing it to monitor and manage its transportation to the Terminal.



### 10.3.8.4.1 Demurrage Charges for Aggregates and Limestone Cargo

SN	Demurrage	Charges in OMR (per Day)	
		Incl. 0% VAT	Incl. 5% VAT
A	Each Calendar Day of demurrage	0.027 x shipment size in MT	0.028 x shipment size in MT

### 10.3.8.4.2 Extension of Storage period for Aggregates and Limestone Cargo

On request, subject to possibilities and to be agreed between the User (entering into the export booking) and Operator. Granted extension of delivery days shall be charged as follows unless specifically agreed otherwise.

SN	Extended Storage	Charges in OMR (per Day)	
		Incl. 0% VAT	Incl. 5% VAT
A	Each extended Calendar Day	0.011 x shipment size in MT	0.012 x shipment size in MT

### 10.3.8.5 Excess delivered Aggregate or Limestone Cargo (Cargo Leftovers)

Users are allowed to deliver up to 2% extra Cargo in addition to the shipment size (basis quarry weight slips/records) for the purpose of ensuring sufficient Cargo availability and off-setting any differences between scale and draft survey weight. Any remaining Cargo will be kept separate and should be collected within 3 days from the date of Vessel's loading is completed.

The Operator will at its discretion shift the Cargo to a suitable storage area for collection by the User in the event leftovers block storage areas assigned for shipments.

SN	Service	Rate (OMR per MT)	
		Incl. 0% VAT	Incl. 5% VAT
A	Shifting, weighing and re-loading Cargo leftovers	0.289	0.303
B	Storage Charges Cargo leftovers per day; after an initial three days free period (date of sailing as first day of free period) *	0.028	0.029
C	Yard cleaning Charges on User's request per 1,000 square meters	127.500	133.875

\* Charged over leftover quantity

### 10.3.8.6 Storage Laydown Areas

Operator and User may agree on the provision of a laydown area based on the business case and periodic tonnages of the User. Rates and conditions will be agreed bilaterally.



## 10.3.8.7 Stevedoring Gang Idle Time

SN	Service	Rate Gang Idle Time Charges Aggregates & Limestone (OMR per hour or part thereof)	
		Incl. 0% VAT	Incl. 5% VAT
A	In case of Mobile Harbour Crane Usage	700.000	735.000
B	In case of Vessel Crane usage	480.000	504.000

In case of Free in/Free out shipping terms, the gang idle time charges related to the vessel (including but not limited to vessel crane breakdown, hatches not opening) will be charged to the User, in this case consignor, consignee or considering the circumstances any party that the Operator, in its sole discretion, deems as common to the dry bulk trade, unless agreed otherwise prior to berthing of the vessel.

Calculated in accordance with [Clause 10.3.4](#)

## 10.3.8.8 In-warehouse cargo release

In-warehouse cargo releases (or ownership transfer) from one User to another User at the Operator premises are subject to approval by the Operator and only effected as per the official release process. An in-warehouse cargo release is subject to an administrative fee as follows:

SN	Administrative fee (OMR)	
	Incl. 0% VAT	Incl. 5% VAT
A	150.000	157.500

## 10.3.8.9 Vessel Related Charges

As per [Clause 10.3.6](#) (and sub-clauses) and [Clause 10.3.7](#)

## 10.3.9 Suspension or Cancellation of Operation

For the sake of maintaining and safeguarding the full operation of the Terminal and protecting the interest of other Operator clients, neighbours and the trade in general; the Operator reserves the right to suspend/abort a dry bulk Cargo operation at any moment in time, and order the Vessel to move/shift away from her berth at all times and at Clients expense.

Such action can be made in case sincere operational issues are faced or foreseen without reasonable doubt, including but not limited to dust contamination to assets, cargo(es) or neighbouring tenants. Any expenses are for the account of the Client.



The Operator shall, in such case, not be liable to the Client, including but not limited to:

- a. Vessel demurrage/detention, additional charter costs, general delays (Vessel, trucks, etc.)
- b. Loss of profits;
- c. Loss of sales or business;
- d. Loss of contracts;
- e. Loss of or damage to goodwill;
- f. Any indirect or consequential loss; or
- g. The weight, volume, moisture levels or quality of the Cargo.
- h. Additional Port charges, such as:
  - i. Tug assistance
  - ii. Pilotage

User shall be obligated to indemnify and hold harmless Operator for all third-party claims relating to any damages and/or losses incurred by such third party due to such event.

### 10.3.10 VAT (Value Added Tax)

VAT (Value Added Tax) is applicable as described in [Clause 6.14](#).



## 10.4 Stevedoring rates (non Ro-Ro)

Clause Number	Clause Name
<a href="#">10.4.1</a>	Rate Table Stevedoring (non Ro-Ro)
<a href="#">10.4.2</a>	Volume Discounts
<a href="#">10.4.3</a>	Heavy Lifts and Oversized Cargo
<a href="#">10.4.4</a>	Dangerous, Hazardous and (ob)noxious Cargoes
<a href="#">10.4.5</a>	Distressed Cargo
<a href="#">10.4.6</a>	Discharging and Loading
<a href="#">10.4.7</a>	Readiness to work on Arrival
<a href="#">10.4.8</a>	Detention of Stevedoring Gangs and equipment (Gang Idle Time)
<a href="#">10.4.9</a>	Detention of handling equipment
<a href="#">10.4.10</a>	Gang and shift assignment
<a href="#">10.4.11</a>	Gang Allotment
<a href="#">10.4.12</a>	Rigging Vessel cranes
<a href="#">10.4.13</a>	Opening and closing of hatches
<a href="#">10.4.14</a>	Transshipment Cargo
<a href="#">10.4.15</a>	Shifting Cargo on board (re-stow)
<a href="#">10.4.16</a>	Fresh Water for Labor
<a href="#">10.4.17</a>	Specialized Cargo Gear / Terminal Tackle ('Lifting gears' or 'gears')
<a href="#">10.4.18</a>	Loading / Discharge Report
<a href="#">10.4.19</a>	Delay Report
<a href="#">10.4.20</a>	Cargo Sorting
<a href="#">10.4.21</a>	Locker / Deep Tank and Cabin Cargo
<a href="#">10.4.22</a>	Shift Identification
<a href="#">10.4.23</a>	Extra Services
<a href="#">10.4.24</a>	Overtime Surcharge
<a href="#">10.4.25</a>	Bad Stowage
<a href="#">10.4.26</a>	Unworkable Vessel / Berth Overstay / Vessel Hindrance
<a href="#">10.4.27</a>	Quay Dues
<a href="#">10.4.28</a>	Lay-by operations
<a href="#">10.4.29</a>	Operational Vessel delays endangering delays of other Vessel arrivals
<a href="#">10.4.30</a>	Unlashing and Lashing
<a href="#">10.4.31</a>	Shore Crane Usage
<a href="#">10.4.32</a>	Unclaimed Cargo
<a href="#">10.4.33</a>	VAT (Value added Tax)
<a href="#">10.4.34</a>	Crew Changes
<a href="#">10.4.35</a>	Dhows and Country Crafts
<a href="#">10.4.36</a>	Supplies
<a href="#">10.4.37</a>	Garbage Collection and Garbage skips
<a href="#">10.4.38</a>	Misdeclaration of Weight and/or Measurements

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## 10.4.1 Rate Table Stevedoring (non Ro-Ro)

Each Ton is considered a Freight Ton (FRT) and is unless otherwise specified.

Calculated on volume (CBM – m<sup>3</sup>) at extreme measurements (calculated by biggest length x biggest width x biggest height – all in meters) or metric ton (referred to in this Tariff as "Metric Ton", "MT" or "Mton", whatever highest).

SN	Category	Stevedoring (OMR per FRT incl. 0% VAT)	Stevedoring (OMR per FRT incl. 5% VAT)
A	Timber	2.310	2.425
B	Plywood Bundles	2.435	2.557
C	Jumbo Bags and pre-slunged bags i. Charged on MT basis. ii. Minimum 1 MT per unit average, lower average will result in an increased Pro Rated adjustment of the Rate.	2.225	2.336
D	Steel Coils, Billets, Wire rods, Steel structures (e.g. Angles, Channels, H-beam, etc.), etc.	2.310	2.425
E	Steel Rebar	3.005	3.155
F	Steel Pipes (coated and uncoated)	3.875	4.069
G	Ro-Ro Cargoes	<a href="#">As per Clause 10.5.1</a>	<a href="#">As per Clause 10.5.1</a>
H	General Cargo and not otherwise specified Cargoes (Including Palletized Cargo)	2.705	2.840
I	Dry Bulk and minerals	<a href="#">As per Clause 10.3</a>	<a href="#">As per Clause 10.3</a>
J	Aggregates and Limestone	<a href="#">As per Clause 10.3.8</a>	<a href="#">As per Clause 10.3.8</a>
K	Aluminium and other non-ferrous metals	On Request	On Request
L	Any Unit over 20 Metric Ton (unless of a weight exception as mentioned in <a href="#">Clause 10.4.3</a> )	200% of A-F, H	200% of A-F, H
M	Any Unit out of gauge, exceeding one or more of the following dimensions in meters: length > 12.0, width > 2.40, height > 3.0 (unless of a dimension exception as mentioned in <a href="#">Clause 10.4.3</a> )	200% of A-F, H	200% of A-F, H
N	Livestock	On Request	On Request
L	ISO Containers	As per <a href="#">Clause 10.4.1.1</a>	As per <a href="#">Clause 10.4.1.1</a>



## 10.4.1.1 Stevedoring ISO Containers

Rates apply to 20' and 40' containers regardless of IMO Class and regardless of IMEX status.

A 20' container shall be a container up to 20', and a 40' container shall be a container exceeding 20' up to 45'. All rates chargeable to Vessel Agent.

SN	IMEX	Class	Container Type	Category / Invoice Line description	Rate Basis	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Any	Any	Any	Stevedoring Charges Containers (normal hours)	Each Unit	17.235	18.097
B	Any	Any	Any	Stevedoring Charges Containers (overtime hours)	Each Unit	25.835	27.127
C	Any	Any	Any	Stevedoring Charges Containers - Gang Idle Time	Each Gang Hour or part	350.240	367.752
D	Any	Any	Any	Restow Containers - Vessel-Vessel	Each Unit	17.235	18.097
E	Any	Any	Any	Restow Containers - Vessel-Quay-Vessel	Each Unit	34.445	36.167
F	Any	Any	Any	Mobile Harbor cranes <i>If gearless or used at the Operator's discretion</i>	Hour Tariffs Mob De-Mob	As per Tariff <a href="#">10.6.1.1</a>	As per Tariff <a href="#">10.6.1.1</a>
G	Any	Any	Any	Provision of container spreaders	-	Included	Included
H	Any	Any	Any	Unlashing	-	Included	Included
I	Any	Any	Any	Stevedoring Container Lashing assistance	Per Unit	5.925	6.221

### Lashing

Container lashing assistance is based on the provision of labour only and assistance is offered on behalf, for risk and expense of the Vessel only.



## 10.4.2 Volume discounts

Volume discounts will be granted for cargo specified in [Clause 10.4.1](#) items A-F, H, and L-M as follows per call:

SN	Shipment size	Volume discount
A	Up to 5,000 FRT	NIL
B	Between 5,001 – 10,000 FRT	10%
C	Between 10,001 – 15,000 FRT	20%
D	More than 15,001 FRT	30%

## 10.4.3 Heavy lifts and oversized Cargo

Single units weighing over 20 Metric Ton and/or with dimensions exceeding one of the maximums of length (12.0 meter), width (2.4 meter) or height (3.0 meter) will be charged at 200% of the rates (as specified in [Clause 10.4.1](#) L and M).

Exception to the above i.e., special criteria are (in case no special criteria this is mentioned as not applicable):

SN	Cargo	Considered heavy lift when weight exceeds	Considered oversized when length exceeds	Considered oversized when width exceeds	Considered oversized when height exceeds
A	Steel Pipes	Not applicable	18 meters	1.65 meters	1.65 meters
B	Steel Rails	Not applicable	18 meters	Not applicable	Not applicable
C	Steel Rebar and Steel Billet	Not applicable	15 meters	Not applicable	Not applicable
D	Steel Coils	40 Metric Ton	Not applicable	Not applicable	Not applicable
E	Steel Plates	30 Metric Ton	15 meters	4 meters	Not applicable
F	Steel Poles	Not applicable	18 meters	1.65 meters	Not applicable
G	Steel Sheets	30 Metric Ton	15 meters	4 meters	Not applicable

Note: Units with excessive dimensions and/or with weights above 30 MT and/or 100 CBM must be coordinated between agents and Operator well in advance of shipment arrival. The use of mobile shore cranes must be requested in advance and are subject availability. User to share technical drawing(s) and photos with Operator prior to arrival of the Cargo, indicating the centre of gravity and Cargo details.

Units, which cannot be handled with mobile shore cranes, should arrive in a Vessel with self-sustained lifting gear. In case a Vessel is not self-sustained to (off-)load Cargo, arrangements should be made with the Operator prior loading on board or Delivery of Cargo to Terminal. It remains the sole responsibility of the Vessel or Agent to ensure Cargo can be lifted from/to the Vessel.

Units which cannot be handled on shore with either mobile shore cranes or other Terminal equipment should generally be taken on Direct Delivery Basis. For all units over 30 MT and/or 100 CBM pre-permission is required from the Operator to receive units on 'Received at Terminal' basis.



#### 10.4.4 Dangerous, Hazardous and (ob)noxious Cargoes

Full details of all Dangerous Cargo and Hazardous Cargo should be submitted to the Operator prior actual operations. Dangerous Cargo and Hazardous Cargo will only be received at the Terminal by advance arrangement / prior approval with the Operator. The Operator reserves the right to refuse or handle any Cargo or provide storage, which in its judgement is likely to damage human health, other Cargo or property.

**Stevedoring charges shall be 150% of applicable Stevedoring rates.**

**Class 1 and 7 on request.**

#### 10.4.5 Distressed Cargo

Cargo that has been subjected to fire, water, shifting, or other causes that will cause the Cargo to be handled in another than the normal efficient manner, shall be subject to special rates at the discretion of the Operator.

#### 10.4.6 Discharging and Loading

This shall include supplying Stevedoring gangs, winch men, signalmen and foremen for the performance of handling Cargo onboard the Vessel.

#### 10.4.7 Readiness to work on arrival

Vessels berthing are deemed to be willing and workable to commence Cargo operations not later than 2 hours after being berthed. The Operator will allocate gangs on the Vessel based on the estimated time of arrival (24 hours' notice) provided by the Vessel owner or its agent.

Requests submitted during office hours to deviate from the above will be considered on case-by-case basis but shall not be unreasonably withheld.

Detention of stevedoring gangs is applicable for Vessels which cannot commence discharge or loading operations from 2 hours after berthing till commencement of operations as per detention rates of [Clause 10.4.8](#). For dry bulk loading operations, any delays and all costs associated with cargo removal, repositioning, cleaning, or other preparatory activities required prior to commencement of loading operations, including but not limited to the delivery of cargo to the quay side, shall be for the account of the User and chargeable by the Operator.



## 10.4.8 Detention of Stevedoring Gangs and Equipment (Gang Idle Time)

Gangs kept waiting for the arrival of the Vessel and/or commencement of work, opening or replacing hatch covers, shifting Cargo, cleaning holds, dunnaging or other reasons attributable to the Vessel, are for the account of the Vessel, with a minimum of 1 hour per shift. Overtime surcharge is applicable to this expense.

SN	Detention of Gang	Gang Idle Time charge per gang per hook (in OMR, incl. 0% VAT)	Gang Idle Time charge per gang per hook (in OMR, incl. 5% VAT)
A	Timber / Plywood	243.530	255.707
B	Jumbo Bags and pre-slinged Bags	304.415	319.636
C	Palletized Cargo	243.530	255.707
D	Steel Coils, Billets, Wire Rods, Plates, Pipes, Steel Structures (e.g. Angles, Channels, H-beam, etc.), etc. And/or mixed Cargoes on same Vessel	260.135	273.142
E	Steel rebar	415.110	435.866
F	Ro-Ro Cargoes	<a href="#">As specified in Schedule 10.5.5</a>	<a href="#">As specified in Schedule 10.5.5</a>
G	General Cargo, not otherwise specified Cargoes	348.695	366.130
H	Dry Bulk and Minerals	As per <a href="#">Clause 10.3.4</a>	As per <a href="#">Clause 10.3.4</a>
I	Gang detention during overtime	135% of above rates	135% of above rates

Note: Material and equipment expenses are included in the above.

Note: Detention (Gang Idle Time) due to late Vessel arrival and commencement of operations is always for account and chargeable to the Vessel or its Agent.

Note: Vessels on which the Stevedoring is stopped by the Vessel master or Vessel Agent at any time, due to for instance the nature of the Cargo, are subject to detention (Gang Idle Time) charges, unless an operational plan is agreed in writing between the Vessel or its agent and the Operator prior commencement of the operation which is waiving these costs.

## 10.4.9 Detention of handling equipment

In line with [Clause 10.4.8](#), detention of equipment is included.

## 10.4.10 Gang and shift assignment

The Operator allocates its gangs for Vessel operations basis below cut-off times.

- The ETA update submitted before cut-off time for Vessel arrivals during weekdays, as mentioned below.
- The latest available ETA update submitted before weekend overtime cut-off time for Vessel arrivals during weekends, as mentioned below.



The Vessel agent shall advise the Operator in case of changes in ETA prior cut-off times for gang planning.

SN	Gang Planning	Cut-off time
A	Morning shift during weekdays	Previous calendar day before 12.00 PM hours
B	Afternoon shift during weekdays	Previous calendar day before 12.00 PM hours
C	Night shift during weekdays	Same day before 12.00 PM hours
D	Weekend overtime	Thursday before 12.00 PM hours
E	Holiday overtime	The Previous Business Day (Sunday-Thursday) before 12.00 PM hours prior a holiday

Grace shall be given if ETA updates are given prior the applicable cut-off time.

In the event a Vessel is delayed, and such change is not informed in writing prior to the cut-off time, the Operator will charge a full shift detention (Gang Idle Time) of 8 hours multiplied by the number of gangs planned by the Operator. For the consecutive shifts, the Operator will endeavor to allocate the gangs to other operations if possible. Where not successful the remaining costs will be charged per full gang hour to the Vessel and/or its Agent.

Specific instructions can be given by the Agent to the Operator not to plan berthing and/or deploying gangs till further notice.

#### 10.4.11 Gang allotment

The Operator is responsible for allotting gangs onboard the Vessel. Agent or Master is not allowed to switch gangs from one hatch to another unless prior consent from the Operator is obtained. It is at the discretion of the Operator to deploy the number of gangs to work on the Vessel. In overtime hours overtime charges will be applicable and chargeable to the Vessel owner or its agent as per Tariff, unless specifically agreed otherwise in writing.

#### 10.4.12 Rigging Vessel cranes

Ship's crew is responsible for rigging Vessel cranes, opening and closing hatches or any other gear. Time lost during such operation, shall be charged as per [Clause 10.4.8](#)



## 10.4.13 Opening and closing of hatches

Opening and closing of hatches (hatches mean pontoons, Upper Tween Deck, Lower Tween Deck, etc.,) is the responsibility of the Vessel.

Charges for pontoons will be as follows:

SN	Operation Executed	Pontoons landed	Grace time per pontoon	Charge per pontoon in OMR		Detention charges after grace time
				0% VAT	5% VAT	
A	By Vessel crew	Not ashore	15-minute average	No Charge		As per 10.4.8
B	By Vessel crew	ashore	15-minute average	57.410	60.281	As per 10.4.8
C	By Operator	ashore or not ashore	Not applicable	57.410	60.281	Not applicable

The Operator may execute such operation at its discretion. If the Operator deploys shore cranes for its own convenience when it executes handling of pontoons, no shore crane rental charges will be levied for the period the Operator is handling pontoons with shore cranes.

## 10.4.14 Transshipment Cargo

Cargo transshipped Vessel to Vessel via quay-wall will be charged as per the below table:

SN	Charge Item	Rate	Rate Clause
A	Shore Handling for inbound transshipment Cargoes	<a href="#">100% of Shore Handling Rate</a>	<a href="#">10.1.1</a>
B	Shore Handling for outbound transshipment Cargoes	<a href="#">50% of Shore Handling Rate</a>	<a href="#">10.1.1</a>
C	Stevedoring for inbound transshipment Cargoes	<a href="#">100% of Stevedoring Rate</a>	<a href="#">10.4.1</a>
D	Stevedoring for outbound transshipment Cargoes	<a href="#">100% of Stevedoring Rate</a>	<a href="#">10.4.1</a>

**Note: For significant transshipment volumes the Operator will/may offer special transshipment Rates upon request of the Vessel or Agent.**

## 10.4.15 Shifting Cargo on-board (re-stow)

SN	Operation	Stevedoring Rate	Shore Handling Rate
A	Shifting within hatch	100% of <a href="#">Clause 10.4.1</a>	Not applicable
B	Shifting hatch to hatch without landing on quay	150% of <a href="#">Clause 10.4.1</a>	Not applicable
C	Re-stow via quay	150% of <a href="#">Clause 10.4.1</a>	100% of <a href="#">Clause 10.1.1</a>

## 10.4.16 Fresh Water for Labour

A supply of potable water shall be made available by the Vessel or Agent to the laborers onboard the Vessel, free of cost. In summer season the water supplied shall be cold or with ice.



## 10.4.17 Specialized Cargo Gear / Terminal Tackle ('Lifting gears' or 'gear')

The Operator will supply the standard gear needed to effect discharge/loading of Cargo at the rates mentioned below. However, in the instance of specialized gear required for discharging/loading of special Cargo or lifts, appropriate gear must be supplied by the Vessel or its representative. Any such gear must have up to date certification pertaining to the safety of the gear and such certification shall be provided to the Operator. If no such information is available the Operator reserves the right to reject such gear and shall, if possible, supply suitable gear at Vessel's / Agent's expense.

SN	Cargo	Lifting Gear Charges in OMR (incl. 0% VAT)	Lifting Gear Charges in OMR (incl. 5% VAT)
A	General and Project Cargo	As per actual, as per equipment charges in <a href="#">Clause 10.6.2</a>	As per actual, as per equipment charges in <a href="#">Clause 10.6.2</a>
B	Dry Bulk	As per <a href="#">Clause 10.3.1</a>	As per <a href="#">Clause 10.3.1</a>
C	Timber, Plywood Bundles	0.100 per FRT	0.105 per FRT
D	Jumbo Bags	0.185 per MT	0.194 per MT
E	Palletized Cargo	0.185 per FRT	0.194 per FRT
F	Steel Pipes, Plates, Coils, Billets, Wire Rods	0.075 per FRT	0.079 per FRT
G	Steel Rebar	0.185 per FRT	0.194 per FRT

## 10.4.18 Loading / discharge report

The daily Loading / Discharging report will be provided by the Operator to the Vessel and/or Agent. Such report should give full details of Cargo loaded / discharged per hatch the previous day plus all other details affecting the working on the Vessel.

## 10.4.19 Delay report

Any delay factors, which shall be recorded by foreman onboard the Vessel shall be certified by Agent/Master. Any dispute shall be resolved at the same time without delay. Refusal to sign does not invalidate the report.

## 10.4.20 Cargo Sorting

On board: The Cargo shall be discharged on 'as is where is basis'.

SN	Service	Charge in OMR	
		Incl. 0% VAT	Incl. 5% VAT
A	Cargo sorting onboard the Vessel	4.155 per FRT	4.363 per FRT

On Terminal: The declaring party shall provide the Operator with sorting requirements/instructions prior to arrival of Cargo with at least 24-hour notice and always during office hours before 12.00 AM hours.

## 10.4.21 Locker / Deep tank and Cabin Cargo

Any Cargo to be discharged / loaded from/to lockers, deep tanks, Vessel accommodation or any other space not recognized as a genuine Cargo hatch then a surcharge will apply in addition to the Normal Tariff Rate.

## 10.4.22 Shift identification

Stevedoring is performed in 3 shifts. Details are provided in [Clause 11](#) and on the Operator's website.



## 10.4.23 Extra Services

SN	Extra Service	Charge Basis	Charge in OMR (Normal Hours)		Charge in OMR (Overtime Hours)	
			incl. 0% VAT	Incl. 5% VAT	incl. 0% VAT	Incl. 5% VAT
A	Gathering dunnage and lashing material inside Vessel holds, prior discharge– manpower only	Per manhour (or part thereof)	9.190	9.650	13.785	14.474
B	Discharge of dunnage and lashing material from Vessel holds up to storage area within Terminal	Per Cubic Meter	12.345	12.962	12.345	12.962
C	Bundling of dunnage	Per manhour (or part thereof)	9.190	9.650	13.785	14.474
D	Laying of dunnage wood for L/S/D purposes on trailer or tanktop	Per manhour (or part thereof)	9.190	9.650	13.785	14.474
E	Provision of dunnage wood onto trailer*	Per truck	10.170	10.679	10.170	10.679
F	Cleaning of Hatches	Per manhour (or part thereof)	9.190	9.650	13.785	14.474
G	Collection/Laying Dunnage	Per manhour (or part thereof)	9.190	9.650	13.785	14.474
H	Rigging gear	On request	On request		On request	
I	Re-packing on board	On request	On request		On request	
J	Supervision of such Services	Per manhour (or part thereof)	14.925	15.671	22.385	23.504
K	Re-bundling of Steel Wire Rods	Per Unit	31.570	33.149	47.365	49.733
L	Re-bundling of Timber/Plywood bundles/crates	Per bundle/crate	22.140	23.247	33.210	34.871
M	Re-bagging of Jumbo Bags (or the like) (On board/Vessel, excl. bag provision)	Per Unit	27.670	29.054	41.505	43.580
N	Re-bagging of Jumbo Bags (On terminal, excl. bag provision)	Per Unit	16.600	17.430	24.900	26.14
O	Provision/supply of Jumbo Bags (1.0 MT capacity)	Per Unit	11.070	11.624	11.070	11.624
P	Other Services	On request	On request		On request	

Services are subject to a minimal of 1 hour per occasion and 1 hour per shift.

(\*) Dunnage only. Maximum 15 units. 1 unit is maximum 1 M<sup>1</sup>. Subject to availability. Operator is not liable for the quality of the provided dunnage.



### 10.4.24 Overtime surcharge

On Friday, Saturday and Public Holidays a surcharge of 50% of Stevedoring rates will be applicable. More information on the Operators working schedule can be found in [Clause 11](#).

The Operator works in general on a first come first served basis. Vessels not willing to work on overtime lose their berthing slot and will be rescheduled by the Operator in the next available free slot.

### 10.4.25 Bad Stowage

Bad Stowage and other events attributable to the Vessel or Cargo restricting discharge productivity:

Where the Operator deems that Cargo is poorly stowed it reserves the right to charge in addition to the normal Stevedoring Tariff.

Such surcharge will be calculated either in lost gang hours (at the detention / Gang Idle Time Rates mentioned in [Clause 10.4.8](#)) or in productivity loss (at stevedoring charges mentioned in [Clause 10.4.1](#)), as found appropriate by Operator for the Vessel the event occurs with.

The Operator will act reasonable when calculating a surcharge by considering the event against discharge rates it minimally foresees to perform in case of what it deems normal stowage.

### 10.4.26 Unworkable Vessel / Berth Overstay / Vessel Hindrance Tariff

SN	Unworkable Vessel Charges (OMR per hour, multiplied by the Vessels LOA)		Berth Overstay Charges (OMR per hour, multiplied by the Vessels LOA)		Vessel Hindrance Charges (OMR per hour, multiplied by the unusable quay length (in m <sup>1</sup> ))	
	Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT
A	2.740	2.877	2.740	2.877	2.740	2.877

### 10.4.27 Quay dues

Quay dues are charged to the Vessel for the use of Operators berths as per the following rates and conditions.

For working Vessels as follows:

SN	Quay dues per day (or part thereof) multiplied by the Vessels LOA	
	Incl. 0% VAT	Incl. 5% VAT
A	2.740	2.877

Vessels calling for other reasons than Cargo handling will be subject to quay dues, which will be quoted for on case basis.

### 10.4.28 Lay-by operations

Lay-by operations are subject to availability. Applicable Rates can be requested to the Commercial department of the Operator and are quoted on a case-to-case basis.



## 10.4.29 Operational Vessel delays endangering delays of other Vessel arrivals

For sake of maintaining and safeguarding the port and Terminal's operational efficiency and protecting the interest of the trade being served in general, the Operator reserves the right to shift a Vessel away from the Terminal. Such action can be made in case sincere operational delays are faced or foreseen without reasonable doubt. Such expenses are for account of the Vessel.

## 10.4.30 Unlashing and Lashing

### 10.4.30.1 Unlashing

SN	Cargo	In principle Unlashed by
A	Timber Bundles and Plywood Crates	Operator
B	Jumbo Bags and pre-slinged bags	Operator
C	General Cargo and Palletized Cargo	Operator
D	Steel Cargoes such as Coils, Billets, Plates, Sheets, Rebar, Wire Rods, Steel Structures (e.g. Angles, Channels, H-beam, etc.) etc.	Operator
E	Project Cargo and any other cargo type *	Vessel crew
F	Cargo with special or technical lashing the Operator deems unsafe to unlash for reasons not limited to the safety of its own staff	Vessel crew

\* Unlashing shall in principle be executed by the vessel. The operator can assist with unlashing on request but always under the responsibility and account of the vessel its charterer or its agent.

Rates for unlashing work required prior commencement or during Stevedoring operations restricting the Operator to commence or continue discharge operations until the unlashing work event is completed.

SN	Cargo	Charge Basis	Charge in OMR (Standard Hours)		Charge in OMR (Overtime Hours)	
			Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT
A	Timber Bundles and Plywood Crates	Per Gang Hour	237.995	249.895	321.295	337.360
B	Jumbo Bags and pre-slinged bags	Per Gang Hour	293.340	308.007	396.010	415.811
C	General Cargo and Palletized Cargo	Per Gang Hour	351.460	369.033	474.470	498.194
D	Steel Cargoes	Per Gang Hour	237.995	249.895	321.295	337.360

The first 15 minutes per hatch (not Cargo on deck) shall be free of unlashing charges. Total unlashing work shall be summed (separately during Standard Hours and separately during Overtime Hours) per Vessel and rounded up in hours.



Rates for unlashng work which has a repetitive and continuous nature throughout the Stevedoring operations (where all or a significant amount of Cargo is to be individually unlashng, such as for example Steel Coils) the Operator will assign extra labour to its gangs to avoid (as much as possible) gangs standing idle.

SN	Service	Charge Basis	Charge in OMR (Standard Hours)		Charge in OMR (Overtime Hours)	
			Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT
A	Provision of extra Labor for unlashng work with repetitive/continuous nature	Per manhour	9.190	9.650	13.785	14.474

In the event the Vessel carries out unlashng work, the gangs of the Operator waiting will be charged as Gang Idle Time (detention) in accordance with [Clause 10.4.8](#) after an initial grace period of 15 minutes per hatch (not for deck Cargo).

### 10.4.30.2 Lashing

SN	Cargo	Lashing In principle executed by: *
A	Any	Vessel crew

\* Lashing shall in principle be executed by the Vessel or a lashing company. The Operator can assist the Vessel with lashing on request but always under responsibility and for account of the Vessel or its Agent.

SN	Extra Service	Charge Basis	Charge in OMR (Normal Hours)		Charge in OMR (Overtime Hours)	
			Incl. 0% VAT	Incl. 5% VAT	Incl. 0% VAT	Incl. 5% VAT
A	Provision of labor for lashing assistance	Per manhour	9.190	9.650	13.785	14.474

Notes on lashing:

- No special lashing/unlashng material are available on the Terminal. The Operator can only assist as much as possible, but special lashing/unlashng activities must be carried out by third parties.
- Operator’s gangs waiting for lashing work shall be charged as per Gang Idle Time (detention) Rates specified in [Clause 10.4.8](#).
- Requests for lashing, securing, dunnaging after completion of the loading operation, need to be submitted by the Vessel Agent **minimum 2 working days prior to arrival**. Without agreement between Vessel Agent and Operator on the terms and conditions, the lashing time after completion of the loading operation (and outside of the grace period as described in [Clause 10.3.4](#)) will be considered as Berth Overstay.

### 10.4.31 Shore Crane Usage

Note: It is mandatory that Vessel’s gear is in a proper mechanical, hydraulic and operational condition. The Operator reserves the right to stop loading/unloading operations, if cranes do not work in a safe, proper, efficient and productive manner and/or if cranes are technically malfunctioning, even if gear certificates are presented to the Operator. The consideration of the Vessel cranes’ condition will be as per the sole discretion of the Operator.

In case the Operator deems Vessel cranes are not in an acceptable condition, it reserves the right to use the mobile shore crane(s) which will be debited to the Vessel or her Agent at published rates.



In case the Operator deems the handling of Cargo with Vessel gear results in an unacceptable risk for the Cargo, Vessel or stevedores, due to for instance but not limited to stowage conditions, then the Operator also reserves the right to use the mobile shore crane(s) which will be debited to the Vessel or her agent at published rates.

When shore cranes are requested or deemed required by the Operator, the same will be provided and charged to the Vessel for a minimal period of 5 hours per shift.

#### **10.4.32 Unclaimed Cargo**

Unclaimed Cargo will be charged to the responsible Party as defined in [Clause 3.8](#)

#### **10.4.33 VAT (Value Added Tax)**

VAT (Value Added Tax) is applicable as described in [Clause 6.14](#).

#### **10.4.34 Crew Changes**

Crew Changes will be charged as per [Clause 10.3.6.3](#)

#### **10.4.35 Dhows and Country Crafts**

Handling of Dhows and Country Crafts is not allowed in the Port of Sohar.

#### **10.4.36 Supplies**

Supplies will be charged as per [Clause 10.3.6.4](#).

#### **10.4.37 Garbage Collection and Garbage skips**

Garbage Collection and Garbage skips will be charged as per [Clause 10.3.6.2](#).

#### **10.4.38 Misdeclaration of Weight and/or Measurements**

The Operator will, randomly or in full, verify declared Cargo measurements as per submitted packing list by the Vessel, Agent, shipping line or booking party as per [Clause 6.5](#) and [6.6](#). In the event the Operator finds measurements being under declared, cost will be charged in accordance with [Clause 6.12](#).

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## 10.5 Stevedoring rates (Ro-Ro)

Clause Number	Clause Title
<a href="#">10.5.1</a>	Stevedoring (Ro-Ro) Rate Table
<a href="#">10.5.2</a>	Special Services
<a href="#">10.5.3</a>	Overtime
<a href="#">10.5.4</a>	Gang Allotment
<a href="#">10.5.5</a>	Detention of Stevedoring Gangs and equipment
<a href="#">10.5.6</a>	Working on Arrival
<a href="#">10.5.7</a>	Discharging Ro-Ro
<a href="#">10.5.8</a>	Loading Ro-Ro
<a href="#">10.5.9</a>	(Un)lashing
<a href="#">10.5.10</a>	Liner Mafi Operations
<a href="#">10.5.11</a>	Shipping Line Transshipment Rates
<a href="#">10.5.12</a>	Quay Dues
<a href="#">10.5.13</a>	Skip Charges
<a href="#">10.5.14</a>	Supplies
<a href="#">10.5.15</a>	Documentation
<a href="#">10.5.16</a>	VAT (Value Added Taxes)
<a href="#">10.5.17</a>	Crew Changes
<a href="#">10.5.18</a>	Unclaimed Cargo
<a href="#">10.5.19</a>	Misdeclaration of weights and/or measurements

Click a clause number to be directed to the clause in this chapter.

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## 10.5.1 Stevedoring (Ro-Ro) Rate Table

SN	Unit type	Unit Range	Unit Rate in OMR (incl. 0% VAT)	Unit Rate in OMR (incl. 5% VAT)
A1	Self-propelled, wheeled units (New units)	Up to 3 MT	16.120	16.926
A2	Self-propelled, wheeled units (New units)	Above 3 MT up to 10 MT	22.140	23.247
A3	Self-propelled, wheeled units (New units)	Above 10 MT up to 20 MT	28.165	29.573
A4	Self-propelled, wheeled units (New units)	Above 20 MT up to 30 MT	48.230	50.642
A5	Self-propelled, wheeled units (New units)	Above 30 MT	2.270 per MT	2.384 per MT
B	Trailers (truck/trailer combination) Note: Loaded trailers discharged from Vessel and re-shipped empty are not subject to further charges	As per Below B2 to B6	As per below	As per below
B1	Truck without trailer (truckhead)	As per SN A1 to SN A5	As per SN A1 to SN A5	As per SN A1 to SN A5
B2	Trailer without truck, inclusive towing (SEMI-trailer/dolly)	In Gauge Trailer	94.555	99.283
B3	Trailer without truck, inclusive towing (SEMI-trailer/dolly)	Out of Gauge Trailer	200% surcharge on B2	200% surcharge on B2
B4	Truck + Trailer combination	Up to 30 MT	48.540	50.967
B5	Truck + Trailer combination	Above 30 MT	2.270 per MT	2.384 per MT
B6	Truck + Trailer combination	Out of Gauge combination	200% surcharge on B4 or B5	200% surcharge on B4 or B5
C1	Tracked vehicles – Minimum charge For protection of Vessel and quay-wall rope to be used around tracks when driving units. It is the responsibility of relevant Vessel's agent to arrange suitable ropes for discharge	Surcharge over rates mentioned in 10.5.1 A1 to 10.5.1 A5	38.845	40.787



Remarks:

1. Vehicles, trailers and other wheeled or tracked units loaded on top of other units shall be considered as individual units (SN A1 to A5, SN B1 to B5 and SN C1)
2. Other Cargo loaded on any wheeled or tracked unit, including Mafi trailer, shall be charged as general and break-bulk Stevedoring rates ([Clause 10.4.1](#)).
3. General Cargo imported, exported or transshipped from/to Ro-Ro Vessel is charged as mentioned in ([Clause 10.4.1](#)).
4. Stevedoring charges for Transshipment vehicles / Ro-Ro units will be charged at 100% of the rates mentioned in (SN A1 to A5, SN B1 to B5 and SN C1) for the inbound movement (parked position on board the Vessel up to ships ramp) and at 100% of the rates mentioned in (SN A1 to A5, SN B1 to B5 and SN C1) for the outbound movement (ships ramp to parked position on board the Vessel).
5. Ro-Ro units loaded or unloaded from/onto a Vessel (e.g., a Breakbulk Vessel) via Lo-Lo operation (lift on – lift off), will be charged as per General Cargo ([Clause 10.4.1](#)).

[Special transshipment rates are applicable for shipping lines as mentioned in Clause 10.5.11.](#)

Conditions:

The above rates do not include Shore Handling charges and are based on the following conditions and services:

6. All self-propelled units must start at once and be able to be driven under its own power.
7. All wheeled units shall have sufficient air in their tires to be safely driven from/to Vessel and from/to Point of Rest. The Operator will not be responsible for damaged tires for those units which are removed or shifted with flat or under-inflated tires.
8. Above rates cover the operations for movements of wheeled and tracked units from the stowed position in Vessel up to ship ramp for import, and vice versa for export, and from the stowed position on Vessel till ship rail for the inbound movement and later outbound movement from ship rail till parked in stowed position in case of transshipment.



### 10.5.1.1 Out of Gauge Dimensions Trailers and Truck Trailer Combinations

SN	Type	Considered oversized (OOG) when length exceeds	Considered oversized (OOG) when width exceeds	Considered oversized (OOG) when height exceeds
A	Truckhead - New/ Used	15.00 meters	3.20 meters	4.50 meters
B	SEMI Trailer/dolly - New/Used	15.00 meters	3.20 meters	4.50 meters
C	Truck + Trailer - New/Used (Truckhead + Semi Trailer/Dolly)	20.00 meters	3.20 meters	4.50 meters

### 10.5.2 Special services:

SN	Service	Charges in OMR (incl. 0% VAT)	Charges in OMR (incl. 5% VAT)
A	Towing of fuel-powered Ro-Ro units	44.975 per unit	47.224 per unit
B	Shifting/Re-stow of fuel-powered Ro-Ro units on board or via quay	75% of Stevedoring rates	75% of Stevedoring rates
C	Towing of EV Ro-Ro units	As per actual resources deployed	
D	Shifting/Re-stow of EV Ro-Ro units on board or via quay	As per actual resources deployed	
E	Assistance to start fuel-powered Ro-Ro units due to a defect (incl. manpower, excl. equipment)	18.100 per hour or part thereof	19.005 per hour or part thereof
F	Assistance to start EV Ro-Ro units due to a defect	As per actual resources deployed	
G	Assistance to inflate tires (maximum 4 tires)	11.500 per unit	12.075 per unit
H	Assistance to start fuel-powered units due to battery deficiency (battery start)	20.250 per unit	21.263 per unit
I	Assistance to charge battery of EV units (units will be charged maximum 40%)	20.250 per unit	21.263 per unit
J	Where technical support other than above is required	Labor, material and fuel at cost + 10%	Labor, material and fuel at cost + 10%

For each call out an administrative fee of OMR 10.500 (incl. 0% VAT) or OMR 11.025 (incl. 5% VAT) is charged.

For large amount of shifting a request for special rates can be made, per call, which may be considered at the Operator's discretion provided shifting requirements and enquiry is submitted at least 2 business days in advance.

### 10.5.3 Overtime

Overtime charges are applicable during weekends and public holidays, for which a surcharge of 50% on Stevedoring charges is applicable. Timings are further described in [Clause 11](#).

### 10.5.4 Gang allotment

The Operator will endeavor to achieve a fair discharge rate but also considers the efficiency of its staff deployment. Alternative arrangements to increase the discharge rate, hence causing extraordinary Gang Idle Time / detention, may be requested by the Vessel or its Agent.



## 10.5.5 Detention of Stevedoring gangs and equipment

Conditions are applicable as mentioned in [Clause 10.4.7](#) up to [10.4.10](#), with the exception that the Gang Idle Time (detention) rate of Stevedoring Ro-Ro gangs are charged as per below table.

SN	Gang Size Based on deployed drivers	Gang Idle Time Rate per hour in OMR (incl. 0% VAT)	Gang Idle Time Rate per hour in OMR (incl. 5% VAT)
A	Up to 15 drivers	265.565	278.843
B	16-25 drivers	321.045	337.097
C	26-35 drivers	411.545	432.122
D	Above 35 drivers	470.255	493.768

Note: Gang Idle Time Rate includes labor other than drivers.

## 10.5.6 Working on arrival

The Vessel is in all events expected to prepare herself for Cargo operations immediately upon arrival (See [Clause 10.4.7](#))

As per custom of the port, Cargo operations commence shortly after Vessel berthing, save the availability of gangs.

If no gangs are available, the operator will endeavour to commence Cargo operations as soon as possible after Vessel readiness. In such case the Vessel or its Agent will be informed on the Operators intended start time.

### During overtime periods, such as weekends and (national) holidays;

The Operator will inform the Vessel or its agents whether to commence shortly after Vessel arrival, or to start the operations in the first shift following Vessel readiness to commence Cargo operation. This will be planned at the Operators discretion.

- a) In the event the Vessel does not want to commence her operations during overtime hours the Operator needs to be informed timely in writing (See [Clause 10.4.10](#)). After such request, the Operator will review the working schedules and inform the requestor about the operational implications. Not working during overtime periods can have consequences for berthing prospects and/or Vessel line-up sequence.
- b) In the event the Vessel does want to work upon arrival, even halfway a shift period, the Operator needs to be timely informed in writing. The Operator will endeavour to honour such request. Subject to the total operational situation at that time, the expected duration of the specific operation, etc., the Terminal might request the Vessel for a contribution for incurred idle time (loss time) while waiting for the Vessel, and/or in case the operation during a shift-period is shorter than 6 hours to compensate the difference between the actual duration of the operation and 6 hours against the applicable idle/detention rate.

## 10.5.7 Discharging Ro-Ro

This shall include unlashers, breakers, drivers, taxis, signalman and tally man.

## 10.5.8 Loading Ro-Ro

This shall include drivers, taxis, signalmen and tally man.



## 10.5.9 (Un)-lashing

Unlashing is complimentary, lashing of handled units (loaded, shifted, ...) is charged as follows.

SN	Unit range	Lashing charges	
		(OMR/Unit, incl. 0% VAT)	(OMR/Unit, incl. 5% VAT)
A	Up to 3 MT	3.040	3.192
B	Above 3 MT up to 10 MT	4.205	4.415
C	Above 10 MT up to 20 MT	9.000	9.450
D	Above 20 MT up to 30 MT	11.385	11.954
E	Above 30 MT	15.005	15.755
F	SEMI-trailer/dolly	9.000	9.450

### 10.5.9.1 Lashing surcharge EV units

For EV units a surcharge of 50% on the lashing charges will apply due to more extensive lashing requirements for EV Ro-Ro units, compared to fuel-powered Ro-Ro units.

## 10.5.10 Liner Mafi operations

SN	Service	Cost Inbound Movement in OMR		Cost Outbound Movement in OMR per unit	
		Incl. 0% VAT	Incl. 0% VAT	Incl. 0% VAT	Incl. 5% VAT
A	Mafi discharge and re-load on same Vessel*	44.910 per unit	47.156 per unit	0 per unit	0 per unit
B	Mafi shifting on board the Vessel	44.910 per unit	47.156 per unit	0 per unit	0 per unit
C	Mafi re-loading on later call*	0 per unit	0 per unit	44.910 per unit	47.156 per unit
D	Mafi lashing and unlashing assistance on board of the Vessel	9.310 per manhour or part thereof	9.776 per manhour or part thereof	9.310 per manhour or part thereof	9.776 per manhour or part thereof

\* No further Shore Handling charges will be raised for Mafi movements. Cargo loaded on top of Mafi trailers are charged as per general Cargo ([Clause 10.4.1](#)). Pulling with tugmasters is included in the shore handling charges.

## Yard operations

SN	Service	Charges in OMR per unit	
		(incl. 0% VAT)	(incl. 5% VAT)
A	(un)stacking Mafi's	11.765 per move	12.353 per move
B	Lashing stacked empty Mafi's (With liner lashing material)	6.315 per stack	6.631 per stack
C	Unlashing stacked empty Mafi's	4.015 per stack	4.216 per stack

## Stripping and Stuffing of Liner Mafi's

When the shipping line or its agent requests the Operator to stuff or strip Liner Mafis prior delivery/Vessel operation, then stripping and stuffing charges will be charged at **50% of applicable shore handling charges** to the Vessel or its Agent. (As per [Clause 10.1.1](#))



## Cargo lashing on Liner Mafi's

Where the Operator is requested to supply lashing material to the shipping line, it will, subject to availability, advise the cost and rate of lashing material.

Rate equals cost + 10%.

## Storage of Mafi trailers

The following storage charges are applicable for full and empty Liner Mafi trailers after expiry of an initial 10-day free storage period. Calculation of storage in accordance with [Clause 2.1.10.2](#)

SN	Trailer length	Daily storage charges in OMR per storage slot (incl. 0% VAT)	Daily storage charges in OMR per storage slot (incl. 5% VAT)
A	20 feet	0.860	0.903
B	30 feet	1.250	1.313
C	40 feet	1.720	1.806
D	60 feet	2.585	2.714
E	80 feet	3.445	3.617
	Above 80 feet	Every extra 20 feet equivalent x 1.095	Every extra 20 feet equivalent x 1.150

Above storage rates are based on a max trailer width of 2.44 meters. A width beyond this dimension will be subject to a surcharge of 25%. Multiple Mafi's stacked on each other will be considered one (1) storage slot.

## 10.5.11 Shipping Line Transshipment Rates

### 10.5.11.1 Storage Charges Transshipment

After expiry of an initial free storage period of 20 calendar days the following storage charges are applicable per calendar day (calculation as per [Clause 2.1.10.2](#)).

SN	Unit range	Demurrage per calendar day (OMR/Unit, incl. 0% VAT)	Demurrage per calendar day (OMR/Unit, incl. 5% VAT)
A	Up to 3 MT	3.000	3.150
B	Above 3 MT up to 10 MT	3.600	3.780
C	Above 10 MT up to 20 MT	4.500	4.725
D	Above 20 MT up to 30 MT	5.700	5.985
E	Above 30 MT	7.500	7.875

### 10.5.11.2 Demurrage for Transshipment Electric Vehicle (EV) Ro-Ro units

For EV units a surcharge of 50% on the demurrage charges will apply due to the fact that Operator will maintain additional space between parked EV Ro-Ro units from safety perspective, compared to fuel-powered Ro-Ro units.



### 10.5.11.3 Handling Charges Transshipment

The following transshipment rates are applicable and include:

- Unlashing of Units
- Inbound discharging of Units and handling up to place of rest
- Handling from place up rest up to Outbound loaded on board of a connecting Vessel
- Lashing of transshipment units
- Note: For transshipment of General Cargoes, the Unlashing and Lashing is excluded

SN	Category	Rate per Unit in OMR (incl. 0% VAT)	Rate per Unit in OMR (incl. 5% VAT)
A	Wheeled self-driven vehicles		
A1	Units up to 3 MT	29.035	30.487
A2	Units above 3 MT up to 10 MT	40.895	42.940
A3	Units above 10 MT up to 20 MT	52.580	55.209
A4	Units above 20 MT up to 30 MT	70.100	73.605
A5	Units above 30 MT	3.505 per Metric Ton	3.680 per Metric Ton
B	Tracked units	As per above rates + 45.930	As per above rates + 48.227
C	Truck/Trailer Combinations	93.465	98.138
D	Semi trailer	128.610	135.041
E	Mafi trailer	44.910 per unit	47.156 per unit
F	General Cargo	As per Tariff unless agreed otherwise	
G	General Cargo above 20 MT per Unit	As per Tariff unless agreed otherwise	
H	General Cargo out of gauge with one or more of the lengths exceeding; length > 12.0 meters, width > 2.4 meters, height > 3.0 meters	As per Tariff unless agreed otherwise	
I	Surcharge for transshipment handling of EV units	As per <a href="#">Clause 10.2.1.1</a>	

Note: Overtime surcharge is applicable at 25% of the above Rates for Vessel operations executed during overtime hours.

### 10.5.12 Quay Dues

Quay dues are applicable as per [Clause 10.4.27](#)

### 10.5.13 Skip Charges

Garbage Collection and Garbage skips will be charged as per [Clause 10.3.6.2](#)

### 10.5.14 Supplies

Supplies will be charged as per [Clause 10.3.6.4](#)



## 10.5.15 Documentation

Documentation requirements and associated fees can be found in [Clause 10.8](#)

## 10.5.16 VAT (Value Added Taxes)

VAT (Value Added Tax) is applicable as described in [Clause 6.14](#).

## 10.5.17 Crew Changes

Crew Changes will be charged as per [Clause 10.3.6.3](#).

## 10.5.18 Unclaimed Cargo

Unclaimed Cargo will be charged to the responsible Party as defined in [Clause 3.8](#)

## 10.5.19 Misdeclaration of weights and/or measurements

Misdeclaration by the declaring party shall be charged to the declaring party in accordance with [Clause 6.12](#)

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## 10.6 Equipment and Administration Charges

Clause Number	Clause Title
<a href="#">10.6.1</a>	Terminal Equipment Charges
<a href="#">10.6.2</a>	Lifting Gears / Terminal Tackle
<a href="#">10.6.3</a>	Administration Charges
<a href="#">10.6.4</a>	Terminal Entry Pass (Gate Pass)
<a href="#">10.6.5</a>	Weighbridge Charges
<a href="#">10.6.6</a>	Tarpaulin Charges
<a href="#">10.6.7</a>	VAT (Value Added Tax)

Click a clause number to be directed to the clause in this chapter.

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### 10.6.1 Terminal Equipment Charges

All charges in this Clause are charged per hour, or part thereof.

#### 10.6.1.1 Mobile Shore Cranes for stevedoring purposes

SN	Crane no. + Safe Working Load (SWL) (below capacities are about and without guarantee and for crane indication purposes only)	Mobilization Charge in OMR		Demobilization Charge in OMR		Hourly Rental Rate in OMR	
		0% VAT	5% VAT	0% VAT	5% VAT	0% VAT	5% VAT
A	C3*/C5*/C7/C8/C9 - 100 MT SWL	295.000	309.750	295.000	309.750	295.000	309.750
	C10 - 125 MT SWL						

Minimal usage to be 3 hour including mobilization/demobilization, charges are non-dividable per hour.



(\* ) In principle, cranes C3 and C5 are only deployed for general cargo operations; not for (loose) dry bulk operations.

The Operator reserves the right to allocate a higher capacity shore crane at its convenience.

For Cargo handling on Terminal the charges as set out in [Clause 10.1.14](#) are applicable.

### 10.6.1.2 Reach Stacker

Equipment Rental	OMR 91.875 per hour (incl. 0% VAT)	OMR 96.469 per hour (incl. 5% VAT)
------------------	------------------------------------	------------------------------------

Minimal usage to be 1 hour, charges are non-dividable per hour.

### 10.6.1.3 Heavy Duty Forklift (up to 42 MT)

Equipment rental	OMR 91.875 per hour (incl. 0% VAT)	OMR 96.469 per hour (incl. 5% VAT)
------------------	------------------------------------	------------------------------------

Minimal usage to be 1 hour, charges are non-dividable per hour.

### 10.6.1.4 16 MT capacity Forklift

Equipment rental	OMR 37.365 per hour (incl. 0% VAT)	OMR 39.233 per hour (incl. 5% VAT)
------------------	------------------------------------	------------------------------------

Minimal usage to be 1 hour, charges are non-dividable per hour.

### 10.6.1.5 Low duty Forklift (up to 7 MT)

Equipment rental	OMR 26.010 per hour (incl. 0% VAT)	OMR 27.311 per hour (incl. 5% VAT)
------------------	------------------------------------	------------------------------------

Minimal usage to be 1 hour, charges are non-dividable per hour.

### 10.6.1.6 Bob Cat / Shovel

Equipment rental Shovel (bucket up to 2.5 CBM)	OMR 26.010 per hour (incl. 0% VAT)	OMR 27.311 per hour (incl. 5% VAT)
Equipment Rental Bob Cat	OMR 26.010 per hour (incl. 0% VAT)	OMR 27.311 per hour (incl. 5% VAT)

Minimal usage to be 1 hour, charges are non-dividable per hour.

### 10.6.1.7 Dump trucks

The Operator can arrange dump trucks for intercarting dry bulk Cargoes on the Terminal from shipside to temporary lay-down area (import), or vice versa (export).

This service is quoted for separately.

### 10.6.1.8 Mafi trailer rental for handling of general Cargo and/or storage purpose

Applicable as described in [Clause 10.1.17](#).

### 10.6.1.9 Sweeper truck

Equipment rental	OMR 28.225 per hour (incl. 0% VAT)	OMR 29.636 per hour (incl. 5% VAT)
------------------	------------------------------------	------------------------------------

Minimal usage to be 1 hour, charges are non-dividable per hour.



## 10.6.1.10 Fog Canon

Equipment rental	OMR 33.210 per hour (incl. 0% VAT)	OMR 34.871 per hour (incl. 5% VAT)
------------------	------------------------------------	------------------------------------

Minimal usage to be 3 hours, charges are non-dividable per hour.

## 10.6.1.11 Manlifter / Cherry picker crane

Equipment rental	OMR 26.010 per hour (incl. 0% VAT)	OMR 27.311 per hour (incl. 5% VAT)
------------------	------------------------------------	------------------------------------

Minimal usage to be 1 hours, charges are non-dividable per hour.

## 10.6.1.12 Equipment charges (inside ships' holds)

Equipment used inside Vessels for discharging / loading, cleaning and/or any other operations will be charged for as per Tariff as brought forward in [Clause 10.6.1](#). The Operator does not require a written approval from relevant party (e.g.: shipping agent) for usage of equipment inside ships' hold prior lifting same equipment inside ship's hold(s). Usage of equipment inside holds will be noted and brought forward in final loading/discharging report(s).



## 10.6.2 Lifting Gears / Terminal tackle

Terminal tackle meaning all required equipment's outside of the ones mentioned above in [Clause 10.6.1.1](#) to [10.6.1.8](#), to carry out Stevedoring and/or yard operations at the Operators Terminal.

All charges here below are per calendar day (or part thereof) unless otherwise mentioned.

SN	Type	Per	Capacity	Fee in OMR (incl. 0% VAT)	Fee in OMR (incl. 5% VAT)
A1	Shackles	Unit	Up to 10 MT	5.000	5.250
A2		Unit	Between 10 MT - 25 MT	12.500	13.125
A3		Unit	Over 25 MT	20.000	21.000
B1	Spreader Bars	Unit	Up to 15 MT	25.000	26.250
B2		Unit	Between 15 MT – 30 MT	50.000	52.500
B3		Unit	Over 30 MT	75.000	78.750
B4		Unit	20' Container spreader	50.000	52.500
B5		Unit	40' Container spreader	75.000	78.750
B6		Unit	110 MT spreader	100.000	105.000
B7		Unit	140 MT spreader	142.500	149.625
B8		Unit	130 MT Frame	230.000	241.500
B9		Unit	Big Bag Frame (12 BB cap)	45.000	47.250
C1	Hooks	Per Set of 2	Pipe Hooks	10.500	11.025
C2		Per Set of 2	Plate Hooks (incl. chain)	13.750	14.438
C3		Per Set of 2	Container Hooks	10.320	10.836
C4		Per Set of 2	Safety Hooks	10.320	10.836
D1	Steel Wire Slings	Per Set of 2	Up to 12.5 MT	15.000	15.750
D2		Per Set of 2	Between 12.5 MT – 25 MT	20.000	21.000
D3		Per Set of 2	Over 25 MT	28.000	29.400
E1	Chains	Per Set of 2	Up to 15 MT	20.000	21.000
E2		Per Set of 2	Above 15 MT	28.000	29.400
F1	Nylon Slings	Unit	Up to 3 MT	7.000	7.350
F2		Unit	Between 3 MT – 10 MT	11.250	11.813
F3		Unit	Over 10 MT	20.000	21.000
G1	Grab (8-10 CBM)	Unit	8-10 CBM / Per hour (or per part thereof)	97.500	102.375
G2	Grab (16 CBM)	Unit	16 CBM / Per hour (or per part thereof)	143.550	150.728
G3	Grab (30 CBM)	Unit	30 CBM / Per hour (or per part thereof)	172.245	180.857
H1	Steel cage	Unit	Up to 10 MT	50.000	52.500
H2		Unit	Up to 20 MT	10.000	10.500
I1	Generator	Unit	Up to 150 KVA	On request	
I2	Gangway	Unit	1 Unit / Per day (or per part thereof)	50.000	52.500
I3	Mobile Light Tower	Unit	1 Unit / Per hour (or per part thereof)	10.000	10.500



## 10.6.3 Administration Charges

SN	Charge	Rate (in OMR per Document)	
		incl. 0% VAT	incl. 5% VAT
A	Documentation Charge Cargo Removal Order (CRO)	10.500	11.025
B	Documentation Charge Cargo Delivery Order (CDO)	10.500	11.025
C	Data Amendment Charges invoice (HBL/RBL/SBL and the like)	45.000	47.250
D	Invoicing fee (if applicable)	10.500	11.025
E	Oil spillage administration fee (e.g. User's truck / Cargo)	25.000	26.250

**CRO:** All Cargo will be delivered only on presentation of relevant CRO. CROs are issued by the Operator (Tally Department) upon submission of Agent's Delivery Order and Customs Declaration (Custom Clearance). Delivery order and Customs Declaration require to include relevant copies of the Bills of Lading and packing list(s). CRO documents are issued separately per bill of lading.

**Cut-off time** for a User to deliver the Delivery Order and Customs Declaration is 4.30 PM on working days, in order for Operator to issue the CRO on the same day (or in weekends). After that, if User requests receiving CDO at the same working day (or in weekends), late documentation charges apply as per [Clause 10.8.4.2F](#). Issuance of CRO in such cases is subject to availability of office staff after working hours or during weekends.

**CDO:** All Cargo will be received only on presentation of relevant CDO. CDOs are issued by the Operator (Tally Department) after completion of the export booking process and submission of Customs Declaration, booking reference and packing list(s). CDO documents are issued per booking.

**Cut-off time** for a User to complete the export booking process of Operator and submit the Customs Declaration is 4.30 PM on working days or in weekends, in order for Operator to issue the CDO on the same day. After that, if User requests receiving CDO at the same working day (or in weekends), late documentation charges apply as per [Clause 10.8.4.2F](#). Issuance of CDO in such cases is subject to availability of office staff after working hours or during weekends.

## 10.6.4 Terminal Entry Pass (Gate Pass)

SN	Length of Entry Pass validity	Fee in OMR per Gate pass (incl. 5% VAT)
A	1 day	2.368
B	2 to 5 days	4.142
C	10 days	5.917
D	1, 2,3 months	On request

Note: Gate passes to be requested to [cso\\_gate\\_pass@om.steinweg.com](mailto:cso_gate_pass@om.steinweg.com).

Gate passes are issued during office opening hours as per [Clause 11](#).



## 10.6.5 Weighbridge charges

Weighbridge Charges as described in [Clause 10.1.13](#)

## 10.6.6 Tarpaulin Charges

### 10.6.6.1 Tarpaulin (per unit)

SN	Type	Per	Dimensions	Fee in OMR (incl. 0% VAT)	Fee in OMR (incl. 5% VAT)
A	Tarpaulin	unit	18.3 meter x 18.3 meter (or 60 feet by 60 feet)	65.000	68.250

Note: Above charges exclude manpower/equipment's charges during execution of job and to be charged as per Clauses [10.4.23](#) and [10.6.1.5](#).

### 10.6.6.2 Tarpaulin Coverage of Forest Product Cargo

SN	Type	Per	Fee in OMR (incl. 0% VAT)	Fee in OMR (incl. 5% VAT)
A	Tarpaulin Coverage Forest Product Cargo	FRT	0.190	0.200

Note 1: Above charges include manpower/equipment's charges during execution of job.

Note 2: The User shall submit a written request at least two (2) days prior to the requirement for tarpaulin covering of Forest Product Cargo. Any such request shall be subject to the availability of resources and the safety considerations of the Operator and its personnel.

The Operator may, at its sole discretion, provide tarpaulin covering solely at the User's risk, cost, and expense. The mere submission of a request shall not create or give rise to any obligation, duty of care, or responsibility on the part of the Operator.

For the avoidance of doubt, the Operator shall have no obligation whatsoever to arrange, apply, maintain, monitor, or replace tarpaulin covering on its own initiative or responsibility. No obligation shall arise by reference to any standard of a prudent, reasonable, or diligent operator in similar circumstances.

The covering of Forest Product Cargo by tarpaulin does not constitute a guarantee, warranty, or representation of protection against weather conditions, environmental exposure, deterioration, or damage and shall be deemed solely an initial and limited protective measure.

Any provision or application of tarpaulin shall not be construed as an admission of liability or assumption of responsibility by the Operator. The User expressly waives any and all claims against the Operator for any loss, damage, deterioration, delay, or consequential loss arising from or in connection with weather exposure or the effectiveness or inadequacy of such covering.



## 10.6.7 VAT (Value Added Tax)

VAT (Value Added Tax) is applicable as described in [Clause 6.14.](#)

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## 10.7 Container Freight Station (CFS) and Warehousing

Besides the Stevedoring and Shore handling related Services specified in this Tariff the Operator offers a variety of other Services on request to Users. Such Services include amongst others but are not limited to

- a) The CFS Service (Container Freight Station) at the Terminal;
- b) Bonded Warehousing (covered) at the Terminal;
- c) Non-Bonded Warehousing at the Terminal;
- d) Collateral management in connection to Warehousing Services;
- e) Value added Services (VAS);
- f) Logistics and Forwarding Services, generally in connection to CFS and/or Warehousing Services;
- g) Contract Logistics and similar longer term dedicated solutions agreed upon with a User, which may include tailor made solutions requiring investments.

*A more detailed outlay of Services will be shared on the Users request.*

The Operator invites Users to approach the Operator with enquiries, requests for information (RFI), request for quotations (RFQ) or for an appointment to discuss the User's business allowing the Operator to determine (and advise) what Services it can offer to the User (or to the Parties / stakeholders the User is involved with) and where it deems it can be of value to the User (either in Oman or within the Steinweg Group. An idea of the worldwide presence of Steinweg can be found on <https://www.steinweg.com/locations/> . The Operator will also be pleased to introduce Users to overseas/foreign offices of the Steinweg Group.)

Enquiries may be submitted to [WTCSales@om.steinweg.com](mailto:WTCSales@om.steinweg.com)

## 10.8 Vessel documentation

Clause Number	Clause Title
<a href="#">10.8.1</a>	Notice of Arrival
<a href="#">10.8.2</a>	Documentation and Notifications
<a href="#">10.8.3</a>	Timely Submission of Documentation
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### 10.8.1 Notice of Arrival

Each Vessel agent, Vessel owner, Operator or Charterer expecting to dock a Vessel at the Port/Terminal for the purpose of loading or discharging Cargo shall give the Port authority and the Operator notice of the arrival of such Vessel and furnish such information as the Port Authority may require. See SIPC regulations.



## 10.8.2 Documentation and Notifications

The following documentation should be delivered to the Operator by the Vessel, Vessel agent, owner, Operator or charterer:

### 10.8.2.1 Discharging Vessels

- a) Cargo Stowage Plan
- b) Cargo Manifest
- c) Hazardous and Dangerous Cargo Declaration (a NIL declaration in case not applicable)
- d) Passenger Manifest
- e) Bills of Lading
- f) Packing List in excel in the Operator's format or an alternative agreed format (templates can be provided by the Operator)
- g) Vessel Particulars
- h) ETA updates
- i) Overtime request: advise if Vessel/owner wants to work on overtime basis (to be requested on Thursdays before 12:00 hours)
- j) Additional orders: Any additional request beyond a normal scope of work, such as provisions, special equipment requirement, collection of dunnage, Vessel cleaning, etc.
- k) Lifting plans: A lifting diagram for heavy and oversized Cargoes
- l) Operating status Vessel: Performance of Vessel's gear or any other Vessel's status which might have an impact on discharge or loading operations.
- m) IMO Cargo acceptance requests (mentioning Cargo to be discharged in the port as well as Cargo on board destined for other ports)
- n) Request for permits to work (hot work, bunkering, supplies, etc.)
- o) Additional information: Any additional information deemed valuable to share/request.
- p) Work Information List as per the Operator's format
- q) Valid Vessel gear certificates

### 10.8.2.2 Loading Vessels

- a) The same items are to be provided as per [Clause 10.8.2.1](#) A/C/D/E/F/G/H/I/J/K/L/M/N/O/P/Q, and furthermore
- b) Customs Endorsed Export Declaration (for each consignment)
- c) Cargo Loading List



### 10.8.2.3 Cargo Handling Gear

All Vessels not registered with an approved Society using their own gear for Cargo operations should deliver to the Port Authority (and the Operator) the following information:

(Details as per SIPC regulations)

- a) Type of Cargo handling gear
- b) Capacity of Cargo gear (swing boom / union purchase)
- c) Date of last quadrennial and annual inspection

### 10.8.3 Timely Submission of documentation

The documents under this [Clause 10.8](#) should be submitted to the Operator electronically prior cut-off time. Failure to do so may result in the postponement of Vessel berthing or withholding of Vessel's clearance to sail from the Port until such time as they are made available. Documentation submitted after cut-off time is subject to late data submission charges as stipulated in [Clause 10.8.4](#)

### 10.8.4 Late documentation fees

#### Cut-off time Pre-arrival information and documentation

Agents require to provide the Operator with full sets of adequate and complete documentation prior cut-off time. Documentation is requested to be delivered in parts as and when it becomes available to Agent and any change in such documentation shall be free of administrative charges provided revised documentation is delivered prior cut-off time. Documentation provided after cut-off time and/or delivered inadequate, or incomplete shall be subject to late documentation fees.

#### 10.8.4.1 Cut-off times

Cut-off times for data submission will be as per the below table:

SN	Last Port of Loading Cargo destined for discharge at the Operator's Terminal	Documentation Cut-Off Time
A	Jebel Ali Port, Port Khalifa, Port Khalid (Sharjah), Khorfakkan Port, Fujairah Port, Ras Al Khaimah Port	16 hours prior ETA.
B	All Oman Ports, All Qatar Port(s), Bahrain Port, Indian Ports	1 Calendar Day before noon hours - before arrival day, but never less than 24 hours prior ETA.
C	All other Ports, unless agreed otherwise bilaterally in writing between Agent and Operator	2 Calendar Days before noon hours - before arrival day

Example Cut-Off Time ('C' -All other Ports):

Vessel 'ABC' has an estimated time of arrival (ETA) of Wednesday 10.00 AM hours and a last port of loading (with Cargo loading designated for discharge at the Terminal) not specifically listed in above table 'A' or 'B'. Data submission cut-off time will be latest on Monday 12.00 AM hours.



**Important note on Vessel operations commencing during weekends and Sunday morning shifts:**

Overtime confirmation and sharing of information which require special attention/preparation (such as but not limited to special/exceptional Cargoes, heavy lifts, oversized Cargo notable Vessel and stowage related information) must be shared with Operator prior weekend cut-off time (Thursday 12.00 AM hours). Such crucial information requires review on Thursday afternoon to allow for proper planning. Failure to do so may result in delayed berthing, delayed commencement of operations or other inefficiencies which are in all Parties interest to avoid.

**10.8.4.1.1 Request for grace by Vessel Agent**

For Vessels where Agents anticipate on the requirement of late document submission, Agents may request for an alternative cut-off time.

**Such request will be considered only if made prior the normal cut-off time.** In case grace period is accepted by Operator, and data processing requires to be executed during overtime hours, the Operator will apply an administrative overtime fee as follows:

SN	Item	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Administrative Overtime Fee per document	15.000	15.750
B	Minimum Order Value per Vessel	30.000	31.500

A request for grace will only be considered by Operator provided sufficient ground for postponement is given and subject to the delivery of minimal draft documents (such as but not limited to pre-stowage plan and preliminary packing list).



## 10.8.4.2 Late Documentation Charges

Provided documentation, corrections, or additional details after cut-off time, shall be subject to the following late administration charges.

SN	Document	Charge Basis	Rate (OMR, incl. 0% VAT)	Rate (OMR, incl. 5% VAT)
A	Cargo Stowage Plan Cargo Manifest Hazardous/DG Cargo declaration Vessel Particulars IMO Cargo acceptance Requests Work Information List Packing List in Operator's Format	Each	50.000	52.500
B	Passenger Manifest	Each	15.000	15.750
C	Bills of Lading	Per BL	15.000	15.750
D	HL/OOG Cargo lifting plans (if applicable)	Per Diagram/plan	75.000	78.750
E	Change of information (including adjustments related to misdeclared cargo information, added or cancelled bills of lading)	Per document requiring data amendment	15.000	15.750
F	Request for issuance of CRO/CDO after cut-off as described in Clause 10.6.3 (subject to availability of office staff)	Overtime fee per document	20.000	21.000

Note: Further Info on data requirements will be provided on request

SN	The maximum total amount of late documentation charges (in OMR, per Vessel call)	
	(Incl. 0% VAT)	(Incl. 5% VAT)
A	400.000	420.000

## 10.8.4.3 Vessel Call Cancellation

SN	Item	Charge Basis	Rate (OMR, incl. 0% VAT)	Rate (OMR, incl. 5% VAT)
A	Vessel call cancellation after submission of documents by User to Operator for data processing	Per Vessel call cancellation	500.000	525.000



#### 10.8.4.4 Other documentation/administration:

SN	Document	Charge Basis	Rate (OMR, incl. 0% VAT)	Rate (OMR, incl. 5% VAT)
A	Packing List in Operator's Format, if the Operator has to generate a packing list	Per Line Item	2.750	2.888
B	Permits to Work issued by the Operator	Per Permit	45.000	47.250
C	House Bill of Lading, Split & Revised Bill of Lading requests	Per BL	45.000	47.250

Late, missing or incomplete data may possibly result in berthing delays or restrictions.

#### 10.8.5 VAT (Value Added Tax)

VAT (Value Added Tax) is applicable as described in [Clause 6.14](#).



## 11 Contact and Working Hours

### General Note

Stated working hours and contact information may change from time to time. Please update yourself through the Operator's website to find the latest working hours and contact details. In case you require to find the right contact, please do not hesitate to contact the sales department or reception desk to get further directed.

Directions to the Operator's Terminal and Operator's Office in the Port can be found on <https://www.steinweg.com/locations/>

### 11.1 Office Working Hours

General administration hours on the Terminal as well as administration hours in the administration office are as follows:

SN	Period	
A	<b>Working hours</b>	Sunday to Thursday, every day: 07.30 AM Hours to 05.00 PM Hours
B	<b>Break Time</b>	Sunday to Thursday, every day: 12.00 PM Hours to 01.00 PM Hours
C	Office remains closed on Fridays, Saturdays and Holidays (exceptions applicable)	

Departments/functions which are open 24 hours per day:

- a) Pre-Gate Registration, Gates and weighbridge
- b) Security

### 11.2 Stevedoring working hours

Working hours for the Stevedoring operations are as follows:

SN	Period	
A	<b>Working days - Normal working hours</b>	From Sunday 07.30 AM Hours until Thursday 11.30 PM Hours (24/5)
B	<b>Weekend – Overtime working hours</b>	Thursday 11.30 PM Hours until Sunday 07.30 AM Hours. <i>Friday morning shifts (07.30 AM - 03.30 PM) on request but without guarantee.</i>
C	Operations during holidays declared by the Operator, are considered Overtime hours as per Clause 11.3.	



### 11.3 Stevedoring Overtime hours

- a) Overtime applicable: Weekend Overtime Hours and Holidays as described in this chapter
- b) Stevedoring rate: Normal Stevedoring rate at 150%

Note:

1. Agent shall submit a request for Weekend Overtime latest 12.00 PM (Noon) Hours on Thursdays.
2. Agent shall submit a request for Holiday Overtime latest 12.00 PM (Noon) Hours on the office day prior to the start of a Holiday.
3. The Operator reserves the right both to allocate gangs to Vessels at their discretion and decide the extent of overtime to be worked. Overtime to be worked at Vessel's expense.
4. The working hours during the holy month of Ramadan will change according to local regulations.
5. If overtime is requested by the Vessel or his Agent, overtime charges for Shore handling will not be applied.
6. Overtime charges for Shore handling will only be debited for loading from the Terminal on to trailers (or unloading from trailer on the Terminal) on special request of the User.
7. Overtime is applicable during public holidays over the complete timeline of such holiday.

### 11.4 Shore Handling Working Hours - Cargo delivery/receiving

Working hours for Cargo delivery and Cargo receiving operations (at land side via shore) is as follows:

SN	Period	
A	<b>Working days - Normal working hours</b>	Sunday to Thursday, every day: 07.00 AM Hours* to 07.00 PM Hours
B	<b>Weekday - Overtime working hours</b>	1) 07.00 PM Hours to 07.00 AM Hours* (every day, up to Thursday morning)
C		2) 07.00 PM Hours Thursday until 11.30 PM Hours Thursday
D	<b>Weekend – Overtime working hours</b>	Thursday 11.30 PM Hours until Sunday 07.00 AM* Hours
E	Operations during <b>holidays declared by the Operator</b> , are considered Overtime hours as per Clause 11.5.	

(\* ) Note 1: The Operator will manage the administration and access control of arriving trucks at the Terminal pre-gate office starting at 7:00 AM. This will allow trucks to enter the Terminal between 7:00 AM and 7:30 AM. The delivery and collection of Cargo on Terminal premises can then commence immediately at 7:30 AM.

Note 2: For Cargo delivery and Cargo receiving beyond standard hours as mentioned above, the User must submit a prior overtime order before 12.00 AM (Noon) hours on a business day to the tally delivery department and the sales department. Without overtime approved by the Operator, trucks will not be offloaded or loaded even if trucks have been gated in during the standard working period.

Note 3: For Stevedoring activities executed on a Direct Delivery Basis, Cargo handling alongside the Vessel will proceed in accordance with the consignor or the consignee and Cargo will be collected/delivered from/to the Terminal during Stevedoring Hours.

Note 4:

- a) During the holy month of Ramadan alternative working hours will be applicable.
- b) In case of excessive heat (summer months) alternative working hours will be applicable at the sole discretion of Operator.
- c) Honoring overtime requests will be subject to Operator's discretion.



## 11.5 Shore Handling: Overtime Cargo delivery/receiving working hours

Overtime Charges are applicable for Cargo handled during Weekday Overtime Hours and Weekend Overtime Hours, unless specifically agreed otherwise.

Overtime on Shore Handling is applicable on Cargo receiving and Cargo delivering from/to truck.

Overtime on Shore Handling is not applicable for operations executed in direct conjunction with a Vessel discharge and/or loading operation.

SN	Item	Charge in OMR (incl. 0% VAT)	Charge in OMR (incl. 5% VAT)
A	Overtime during normal working days	125% of shore handling charges	125% of shore handling charges
B	Overtime during weekends and public holidays	150% of shore handling charges	150% of shore handling charges
C	Minimum Order Value	85.000	89.250

## 11.6 Daily break hours for Stevedoring, Terminal handling and Cargo delivery/receiving.

Morning Break	05.00 AM Hours to 06.00 AM Hours
Afternoon Break	12.00 PM Hours to 01.00 PM Hours
Evening Break	07.00 PM Hours to 08.00 PM Hours

Overtime will be charged for all hours worked outside normal working hours, which shall include break/meal Hours, at the discretion of the Operator.

## 11.7 Notice of Terminal visits

The Operator request a User wishing to visit the Terminal to provide at least 24 Hours advance notice – during working days - of its intention to visit to the respective department/employee of the Operator.

## 11.8 Procedures, Contact Information, and guidance to Users.

The Operator has on its website made available a customer guidance document which provides details on procedures, contact information and the like.

This information can be found on:

Customer Guidance Document: <https://www.steinweg.com/countries/steinweg-oman/>