



SCHEDULE OF CHARGES

With Effect From
01 January 2022

SHARJAH CONTAINER TERMINALS

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1. General

- a) This Tariff should be read in conjunction with the Standard Terms and Conditions (STC) of the Terminal Operator as updated from time to time.
- b) All Gulftainer operations are governed by the Standard Terms and Conditions (“STCs”) of Gulftainer’s operations in the United Arab Emirates, as updated from time to time on Gulftainer’s website – under the ‘About Us’ tab. <https://www.gulftainer.com/about-us/about-gulftainer/>
- c) Non containerized cargo (e.g. dry bulk, general cargo and alike), is subject to specific schedule of rates, based on commodity type, trade, handling specifications, vessel type and operational requirements; and such specific Schedule of Charges, will be provided upon request. All non-containerized charges are SHEX and the charges do not include additional overtime charges during Weekends, public holidays, Ramadan or Eid al-Fitr and Eid al-Adha.

2. Definitions

2.1 The following defined terms shall have the meaning given below:

“**Authority**” means applicable agencies and authorities having jurisdiction over the Port, customs, immigration, municipality and related activities for the Emirate of Sharjah, UAE, and any Federal Authorities within the UAE

“**Carrier**” means any party or parties either owning, nominating or contracting with the Vessel including, but not limited to, its agent(s), owner(s), operator(s) and/or charterer(s)

“**Cargo**” means all types of cargo being containerized or non-containerized, including but not limited to solid, liquid, live animals, vehicles, loose cargo, project cargo, dry bulk, general cargo, full container loads (FCL), less than container load (LCL) empty Container and whatever is conveyed or to be conveyed in a Vessel

“**CBM**” means cubic meters;

“**CFS**” means Container Freight Station

“**Consignee**” means a person or entity (which can also be the buyer of the Cargo) who has the financial obligation towards the receipt of the Cargo

“**Container**” means any standard I.S.O. container suitable for stacking and transportation of Cargo including dry, liquid, gas or Reefer Cargo, constructed of metal, fiberglass, plastic or wood and must be capable of being handled as a unit and lifted by a crane with a container spreader

“**Container Yard (CY)**” means Container Yard within the boundaries of respective Terminal

“**Cargo Handling Charges**” means the charges levied for the services of (i) Stevedoring; (ii) Restows; (iii) Shifting; (iv) Storage; (v) Reefer monitoring; (vi) TLUC or charges incurred for any other services as may be determined by the Terminal Operator from time to time

“**Handling Charges**” means the charges levied for the utilization and transit, through Port’s yard and gate infra structure

“LCL” means Less than Container Load

“Marine Services” shall include, but not be limited to, provision of sufficient safe depths of water, vessel traffic management, berthing, un-berthing, pilotage, pilot boat, towage, navigation and communication services

"Port" means seaports at Sharjah and Khor Fakkan

“Port Authority” means the Sharjah Port Authority

“Reefer Cargo” means refrigerated Cargo

"STC" means the standard terms and conditions of the Terminal Operator as posted and available on the Terminal Operator's website (www.gulftainer.com) and may be provided to the Carrier upon request, as may be amended from time to time

“Stevedoring” means the physical handling of Cargo (s) between the Vessel and the CY

"Tariff" means the prices charged by the Terminal Operator in respect of the Terminal Services, or for any additional services as may be agreed between the Terminal Operator and the Carrier from time to time

“Terminal” means the Terminal Operator’s multi-user and multi-cargo Berths, land and premises used by the Terminal Operator at the Port

“Terminal Operator” means Gulftainer Company Limited

"Terminal Services" / “Services” shall mean all stevedoring and terminal services provided by the Terminal Operator or any of its contractors

“THC” means Terminal handling charges levied for the services of Stevedoring; Re-stows; and Shifting; or charges incurred for any other services as may be determined by the Gulftainer from time to time for either containerized cargo or non-containerized cargo, or both, when handled to/from same vessel.

"TEU" means twenty-foot equivalent unit

"TLUC" means truck loading and unloading charges

“Transshipment” means containerized or non-containerized cargo discharged in the Terminal from a Vessel for the purpose of reshipment to another port without leaving the Terminal until the time of reshipment; and

“Vessel" or “Vessels” shall include any vessel, or barge, that utilizes the Services and facilities of the Terminal for the Loading, Unloading, storage, handling or transfer of Cargo

- 2.2** Capitalized terms not defined in this Tariff shall be interpreted in accordance with the definitions given to such terms in the STC, or if not defined in the STC, then in accordance with industry norms

3. All charges are stated in UAE Dirhams and exclusive of VAT or any other governmental charges which may be applicable from time to time as directed by UAE "Authority"
4. Unless otherwise specified herein, the charges mentioned are applicable per Container of specified
5. Any other charges not listed herein are subject to specific scope of works, services required and cargo type
6. Charges for the handling of non-containerized Cargo, hire of equipment, cleaning and/or repairing of Containers, provision of equipment interchange reports or any other services which are not mentioned in this Tariff shall be provided on request and for a specific scope of services. The Carrier shall contact the Port Authority directly to avail all the Marine Services.
7. Each Carrier expecting to berth a Vessel at the Terminal shall give the Terminal Operator a notice at least 72 hours prior to the arrival of such Vessel and thereafter 48 and 24 hours prior to arrival. The acceptance and berthing of each Vessel must be agreed in advance between the Carrier and the Terminal Operator.
8. The Carrier shall provide to the Terminal Operator at least 48 hours prior to the Vessel's arrival all the documents listed below and more fully described in Clause 5 of the STC and furnish such other information as the Terminal Operator or the Authority may request:
 - a. Cargo stowage plan/legible bay plan/profile
 - b. Discharge list
 - c. List of Dangerous Cargo, out-of-gauge Cargo and Reefer Cargo control lists when applicable
 - d. Dangerous Cargo declaration
 - e. Passenger manifest
 - f. Customs endorsed export declaration (for each shipment)
 - g. Cargo loading list
 - h. Instructions for Loading and Discharging
 - i. Vessel particulars
 - j. BAPLIE if Electronic Data Interchange (EDI) available
 - k. Any special Berthing requirements
 - l. Any other information, which would help us in the process of vessel operation
9. The Terminal operates 24 hours a day, every day throughout the year except for UAE Public Holidays and subject to any Force Majeure events.

Schedule of Charges - Containers

10. Stevedoring

10.1 Charges:

No.	Nature of Service	Up to 20'	Over 20'
i	Discharging or loading of one full Container	510	750
ii	Discharging or loading of one empty Container	255	350
iii	Discharging & loading of one full Transshipment Container (inclusive of charge debited to first carrying Vessel). Covers full cycle i.e. Vessel to CY to Vessel.	550	770
iv	Discharging & loading of one empty Transshipment Container (inclusive of charge debited to first carrying Vessel) Covers full cycle i.e. Vessel to CY to Vessel.	375	540

10.2 General Terms, Conditions, and exclusions

10.2.1 The above rates are applicable per Container move. Item 10.1 (i) and (ii) above shall also be applicable to Containers received by road from other ports.

10.2.2 Included in the Stevedoring Charges

10.2.2.1 Reception (Arrival), transfer and Delivery (Release) of Container.

From/To Vessel and Quay

- a) The reception in the allocated yard, of a full container or an empty container discharged from a vessel, is already included in the stevedoring rates.
- b) The transfer from the allocated yard, of a full container or an empty container, to be loaded into a vessel is already included in the stevedoring rates
- c) The yard reception from the arriving ship and onwards transfer from the yard to the connecting vessel, for full or empty Transshipment containers, is already included in the stevedoring rates related to Transshipment operations.

From/to terminal gates

- a) Reception and/or delivery of Containers at the gate-facility or gate point, including the respective planning, tallying, seal checking, container integrity checking and onwards instructions to proceed to or from the required stacking area.
- b) Reception and delivery of Containers to/from the Terminal facilities within the terminal working hours. Overtime charges are applicable for the delivery from 10pm to 6am (normal days) & from 8am to 6pm (Weekends and public holidays) as per Clause 21.1. xxi
- c) Container gate moves recording and reporting.

10.2.2.2 Loading/Discharging of Containers – Stevedoring

- a) Stevedoring operations for a cellular container ship i.e container ship's holds fitted with cell guides. The stevedoring operation for a non-cellular vessel is excluded from this schedule of charges.
- b) Supply and supervision from skilled labor.
- c) HSE and respective personal protective equipment, for both on board and shore personnel.

- d) Receipt of EDI or loading or discharge lists, which to include container type, weight, origin, destination, OOG, IMCO and any other specific instructions.
- e) Operations and yard planning, including specific instructions to cranes, RTGs, Terminal tractions, Tally and personnel.
- f) Discharge of a full or empty container from vessel to quay for onwards transfer to the allocated yard location; lift off truck and stacking at the allocated yard position.
- g) Lift on truck and transfer from a full or empty container, from the allocated yard position to the vessel, and onwards loading at the respective planned position.
- h) Transshipment of full or empty containers, discharging from arriving vessel, receipt at the yard location, transfer from yard location and loading in the connecting vessel.
- i) Lashing and unlashings of full and empty containers.
- j) Seal checking
- k) Container integrity checking
- l) Placement of twist locks while alongside for loading container and removal of twist locks and place them at vessel twist lock beams.
- m) Operational reporting, including EDI and performance reports, and tallying.

10.2.3 Excluded in the Stevedoring Charges

- a) Lashing Materials, which to include twist locks, bridge fittings, lashing bars and turnbuckles.
- b) Container repairs.
- c) Removal or placement of IMO placards.
- d) Locking and unlocking of pontoon hatch covers.
- e) Opening and closing of folding hatch covers, being either hydraulic or mechanical.
- f) Non containerized cargo being dry bulk, general cargo, project cargo and alike.
- g) Empty container monitoring for DO validity
- h) Other administrative or operational charges, neither listed nor described on this item.

10.3 Discount Scheme for Empty Containers

The discount mentioned in the Discount Schedule below (the “Discount”) shall be available to the Carrier and subject to the following:

Tier	Volume range	Discount %	Remarks
1	Up to 3,000 chargeable moves per annum	NIL	Discount applicable only on Empty Containers and applicable from Container 1
2	3,001 to 6,000 chargeable moves per annum	10%	
3	6,001 to 9,000 chargeable moves per annum	20%	
4	9,001 to 15,000 chargeable moves per annum	25%	
5	15,001 to 18,000 chargeable moves per annum	30%	
6	18,001 to 22,000 chargeable moves per annum	37.5%	
7	More than 22,000 chargeable moves per annum	40%	

- a) The Discount Schedule shall be based upon chargeable moves
- b) All chargeable moves qualify for discount earning (full or empty). All chargeable Transshipment moves qualify for the Discount earning as one chargeable move (full or empty)
- c) The volume of Restows and other services shall not be counted as chargeable moves

- d) The Discount shall be applicable to the Empty Container Stevedoring charges stated in Clause 10.1 (ii) & 10.1 (iv)
- e) Volume is for 12-month period starting from January to December and the Carrier should be availing the services throughout the year to be eligible for this discount scheme
- f) The Carrier shall be charged at the rates as per Clause 10.1 and credit note shall be issued at the year-end for the differential rates based on the achieved Tier
- g) The above discount structure is not available if the Carrier have signed separate agreement (TSA) with Gulftainer

11. Dangerous Cargo

- a) All Containers with Dangerous Cargo, irrespective of class, will be levied an additional 50% of the applicable Rates.
- b) The cost of repairs to the Terminal premises, property or equipment or other containers and its cargo resulting from spilled Dangerous Cargo and subsequent clean-up operations will be on the Carrier's account. In the event of an emergency requiring standby of fire/security/medical personnel, additional charges will apply.
- c) Containers with undeclared, poorly stowed or incorrectly packaged Dangerous Cargo may receive fines at the discretion of the Authority and/or the Terminal Operator.
- d) Containers with missing placards, wrong placards, incomplete placards and any International Maritime Dangerous Goods Code violation will receive fines at the discretion of the Authority of AED 2,400.00 per Container or such other charges as determined by the Authority.
- e) There will be no free storage period for Dangerous Cargo and any Containers holding Dangerous Cargo.

12. Re-stows

No.	Nature of Service	Up to 20'	Over 20'
I	Re-stowing within the Vessel	145	145
ii	Re-stowing via quay/CY	245	245

13. Shifting of Containers

13.1 Charges

No.	Nature of Service	Up to 20'	Over 20'
i	Shifting within the Terminal to CFS – round trip	150	200
ii	Handling of container received from other Emirates Ports	240	300
iii	Handling of empty Container for export collections /empty release	240	300
iv	Shifting of Container for Scanning (Scanning Movement)	150	200
v	Any other shifting within the same Terminal- full or empty	150	200
vi	Any other shifting to outside Terminal premises - full or empty	300	350

13.2 Conditions:

- a) Shifting of Containers shall be performed only on the request of the Carrier or if it is a

mandatory requirement for the operation (which also includes any safety requirements at the discretion of the Terminal Operator) and as such under the Terminal Operator's sole discretion.

- b) Handling out for delivery empty containers to be considered as empty release order received from the carrier, planning, lift onto truck, documentation and empty gate out transaction.
- c) Shifting Tariff will apply wherever shifting (extra handling) is involved for any operation carried out at the request of the Carrier or where it is deemed to be necessary by the Terminal Operator or the Port Authority such as change of Container status, unlisted Containers, movement of Containers for inspection, movement of Containers to and from Container repair facility, movement of flat rack Containers for bundling purposes, affixing/removing seals and labels, handling of damaged/leaking Containers etc. and shall be charged as per the above table.
- d) All Containers with Dangerous Cargo, irrespective of class, will be levied an additional 50% of the applicable Rates.

14. Special Equipment and/or special services.

14.1 Charges

No.	Nature of Service	Up to 20'	Over 20'
i	Containers requiring Auxiliary Gear (e.g. wires or chains) (To be added to appropriate Container handling rate)	611	611
ii	THC for Spreader Handling – Per Move	400	600
	Flat Rack Container ("FR") bundling *		
iii	2 FRs in 1 Bundle	450	650
iv	3 FRs in 1 Bundle	550	700
v	4 FRs in 1 Bundle	580	810

14.2 Conditions:

- a) Bundling charges are applicable in addition to Stevedoring charges as per clause 10.1
- b) For all units discharged/loaded as bundles, Stevedoring charges will be charged per unit

15. Container Storage Charges

The full or empty of empty container Storage in the terminal, to be charged as per the following sections, and includes:

- a) Supply of adequate yard storage facility for the stacking and handling of full and empty containers.
- b) State of the art container handling equipment, which includes its operation and maintenance.
- c) Planning and supervision.
- d) Security 365 days/24hrs
- e) Tallying, recording and container inventory reports.
- f) HSE appliances which includes contingency equipment, personnel and procedures for firefighting, cargo spillage, environmental protection and personal protection.

15.1 Storage Charges for Import Full Containers

No.	Slab	Normal		OOG		Dangerous goods (Normal)	
		Up to 20'	Over 20'	Up to 20'	Over 20'	Up to 20'	Over 20'
		Charges per day or part thereof					
i	First 10 days	Free	Free	Free	Free	120	240
ii	Next 5 days	80	160	230	460	120	240
iii	Thereafter	150	300	450	900	225	450

15.1.1 Conditions

- Storage period will commence from the date the first container discharged from the subject Vessel and applicable until the container exit from the Terminal. In case of Containers moved under customs bond and released from another location, the storage period shall be calculated from the date of discharge from the vessel at the Terminal.
- All Containers with Dangerous Goods irrespective of class will be levied an additional 50% of the applicable storage charges. No free storage period for Dangerous Cargo and any Containers holding Dangerous Cargo. In case of OOG & IMCO, 50% will be added on the charges applicable to OOG.
- Storage at the rate of the maximum applicable rate will be applied for any unlisted Containers discharged, until the details are received. Free storage will be applicable only from the date of the Terminal Operator receiving the accurate and complete information in writing.

15.2 Storage Charges for Export Full Containers

No.	Slab	Normal		OOG		Dangerous goods (Normal)	
		Up to 20'	Over 20'	Up to 20'	Over 20'	Up to 20'	Over 20'
		Charges per day or part thereof					
i	First 10 days	Free	Free	60	120	45	90
ii	Next 20 days	Free	Free	90	180	45	90
iii	Next 30 days	30	60	160	320	45	90
iv	Thereafter	40	80	200	400	60	120

15.2.1 Conditions

- Storage period will commence from the date the container received for export at the Terminal (in case of stuffing operations done inside the terminal, from the date of stuffing) and applicable until the date last container loaded in the subject vessel.
- In case of Containers moved under customs bond, the free period shall be calculated from the date the container received for export at the first point.
- All Containers with Dangerous Goods irrespective of class will be levied an additional 50% of the applicable storage charges. No free storage period for Dangerous Cargo and any Containers holding Dangerous Cargo. In case of OOG & IMCO, 50% will be added on the charges applicable to OOG.

15.3 Storage Charges for Empty Containers

No.	Slab	Normal			OOG		Empty containers with IMCO residues
		Up to 20'	Over 20'	Up to 20'	Over 20'	Up to 20'	Over 20'
		Charges per day or part thereof					
i	First 20 days	Free	Free	Free	Free	30	60
ii	Thereafter	20	40	40	80	30	60

15.3.1 Conditions

- Storage period will commence from the date the empty container received at the Terminal (in case of stripping operations done inside the terminal, from the date the full container stripped and released as empty) and applicable until the date the last container loaded in the subject vessel.
- In case of Containers moved from another location to the Terminal, the storage period shall be calculated from the date the empty container received by the Gulftainer at the first point of entry.
- Empty Containers with IMCO residues shall be treated as Dangerous Goods and will be levied an additional 50% of the applicable storage charges. No free storage period for those empty containers. In case of OOG & IMCO, 50% will be added on the charges applicable to OOG.

15.4 Storage Charges for Transshipment Containers (Full and Empty containers):

No.	Slab	Normal		OOG		Dangerous goods (Normal)	
		Up to 20'	Over 20'	Up to 20'	Over 20'	Up to 20'	Over 20'
		Charges per day or part thereof					
i	First 20 days	Free	Free	Free	Free	30	60
ii	Thereafter	20	40	40	80	30	60

15.4.1 Conditions:

- Storage period will commence from the date the first container discharged from the inbound Vessel and applicable until the date the last container loaded in the outbound vessel.
- In case of a status change from Full Import to Transshipment (based on the request from the Carrier), the storage shall be applicable as follows:
 - From the date of first discharge until the date the status change, the storage shall be charged based on the table applicable for Import Full Containers (Clause 14.1)
 - From the date of status change until the date of container load on outbound vessel, the storage shall be charged based on the above table (Clause 14.4)
- All Containers with Dangerous Goods irrespective of class will be levied an additional 50% of the applicable storage charges. This to be applied for full containers and empty containers with IMCO residues. No free storage period shall be applicable. In case of OOG & IMCO, 50% will be added on the charges applicable to OOG.

16. Reefer Monitoring

16.1 Charges:

No.	Nature of Service	Normal	Dangerous goods
i	Local Cargo per Container per day (Consignee's account)	150	225
ii	Transshipment Cargo per Container per day	150	225
iii	Pre-trip inspections (P.T.I) per Container	195	293

16.2 Conditions:

- a) The charges shall be applicable per day or part thereof commencing from the date of first container discharge. In case of Transshipment, the charges will commence from the date the first container discharge from the inbound Vessel and applicable until the date the last container loaded in the outbound vessel. In case of Exports, the charges shall be payable by Exporter/Line/Agent and shall commence from the date the container received for export at the Terminal (in case of stuffing operations done inside the terminal, from the date of stuffing) and applicable until the date last container loaded in the subject vessel.
- b) These charges are in addition to the appropriate Container rates and storage charges. Repairs to malfunctioning reefers will be carried out on request at additional cost and as per services required.
- c) The reefer monitoring services includes:
 - i. Plug in and Plug out of full reefer containers, to the energy supply connections provided by the Terminal.
 - ii. Supply of energy
 - iii. Reefer Container temperature monitoring and which also includes temperature check reports.
- d) The reefer monitoring services excludes:
 - i. Datalogger downloads and reporting.
 - ii. Container repair either machinery of structure or both.
 - iii. Set point changes or adjustments.

17. LCL Cargo Handling charges

17.1 Charges:

No.	Nature of Service	Up to 20'	Over 20'
i	Unstuffing or Stripping or Stuffing to mark	375	750
ii	If the Cargo 100% palletized	350	700
	Partial stripping or stuffing (Consignee's account);		
iii	Up to 3 CBM	100	
iv	4 to 5 CBM	150	
v	5 to 10 CBM	200	
vi	10 to 20 CBM	350	
vii	More than 20 CBM	750	
viii	Removing from warehouse to trailer or vice versa (Consignee A/C) per freight ton	20	
ix	LCL sorting to sub mark (Consignee A/C) per freight ton	18	
x	Stuffing / Unstuffing one vehicle	250	
xi	Bus more than 14 seats	550	

17.2 Conditions:

- a) Dangerous Cargo will be charged 50% extra in addition to the applicable rates
- b) For LCL Containers un-stuffed at Terminal Facility, if not advised prior to Vessel's arrival, change of designation charge will apply in addition to unstuffing charges
- c) The above charges do not cover shifting charges within the Terminal
- d) The above charges also applicable when containers are unstuffed or stuffed directly from/to Consignee's truck.
- e) If additional labor or equipment required, charges shall be raised accordingly.

18. LCL Cargo Storage Charges

18.1 Charges

No.	Slab	AED
i	First 5 days	Free
	Thereafter per Freight Ton per 5 days period or part thereof;	
ii	6-10 days	5
iii	11-15 days	6
iv	More than 15 days	7

18.2 Conditions:

- a) All CFS/LCL activity will incur a minimum charge of AED 100 per bill of entry.
- b) The free storage period commences on the day that the Cargo is discharged from the Container.
- c) Dangerous Cargo will be charged 50% extra in addition to the applicable rates

19. Standby Time

19.1 Charges:

No.	Slab	AED
i	First 2 hours of shift during normal working hours	Free
ii	Thereafter Per Gantry Gang per hour	1,000

20. Terminal Loading / Unloading Charge (TLUC)

20.1 Charges

No.	Nature of Service	AED
i	One Container move from the container yard location to truck or vice versa	314

20.2 Conditions:

- a) TLUC will be levied on all import and export Containers, regardless of size that are delivered / shipped from our Terminals. Charges will be collected from the Consignee for both

Loading & Unloading operations at the time of full delivery (payable by cargo interest). Charges will be invoiced to the Carrier for export Containers for both Loading and Unloading operations at the time of full export.

- b) TLUC will be levied on the Carrier's account for an import Container containing LCL Cargo of various Consignees.
- c) Dangerous Cargo will be charged 50% extra in addition to the applicable rates

21. Other Charges

21.1 Charges

No.	Nature of Service	Up to 20'	Over 20'
i	Washing Containers (Including label removal/fixing)	125	150
ii	Affixing/Removal of IMCO Labels – Charges per label (Appropriate Shifting Charges also applicable as extra)	35	35
iii	Placing of new seal on container (Appropriate Shifting Charges also applicable as extra)	25	25
iv	Fitting or Removing Tarpaulins	120	220
v	Lashing/Unlashing, Deck/Underdeck Containers using non-patent lashing gear per lashing	50	
vi	Hatch Covers Handled by Gantry Crane - per move	195	
vii	Knockdown flat racks - any size	70	
viii	Gear Box Charges – per move	225	
ix	Flat rack Bundling (per container) for Knockdown containers	70	
x	Digital Photograph (per photo)	30	
xi	Set of 5 photographs in one request	125	
xii	Weighing Charges	100	
xiii	Empty Container Monitoring (Delivery Order Validity for all FCL deliveries)	15	
xiv	Documentation charge for Exit/Entry Certification	100	
xv	Documentation processing charges per BOE	55	
xvi	Priority Discharge (chargeable to Line) per Container	30	
xvii	Damaged /Leaking Containers noted on discharge	50	
xviii	Checking and informing the seal details	30	
xix	Guard and monitoring the container on request (USD 200/- per day)	735	
xx	Commission on HAZMAT operations (Min. AED 500)	10% of 3 rd Party charges	
xxi	Overtime Charges per container Applicable for the delivery from 10pm to 6am (normal days) & from 8am to 6pm (Weekends and public holidays)	25	

21.2 Conditions

- a) It is mandatory that all flat racks delivered to Terminal should be in knocked down position. The Terminal Operator will knock down any flat rack not delivered in knocked

- down position and the service will be charged accordingly to Carrier / agent or the Consignee.
- b) Whenever additional shifting is required in any of the above operations, appropriate shifting charges will be applied in addition to the above charges.
 - c) Rates for other requirements, services or facilities to be discussed and agreed on a case-by-case basis.

22. Leaking Container Charges

No.	Nature of Service	Non-Hazardous		Hazardous	
		Up to 20'	Over 20'	Up to 20'	Over 20'
i	Shifting	150	200	200	250
ii	Cleaning *	225	225	325	325
iii	Inspection	225	225	325	325

* Cleaning charges may be adjusted according to the extent and the respective size of the leak. In the case of leakage of Dangerous Cargo, a suitably equipped and qualified contractor will be arranged at the Consignee's expense and at the Terminal Operator's discretion and urgency.

If no action has been taken to stop the leakage from the date of reporting, the following additional daily storage charges apply (from date leakage reported);

No.	Slab	Non-Hazardous		Hazardous	
		Up to 20'	Over 20'	Up to 20'	Over 20'
i	First 7 days	225	225	550	550
ii	After 7 days	1,250	1,250	1,500	1,500

23. Development and Cost Adjustment Fee:

23.1 Charges

No.	Nature of Service	Up to 20'	Over 20'
i	Development Fee (DF) - Discharge/Load – Full or Empty	65	130
ii	Cost Adjustment Charges - Discharge/Load – Full or Empty	37	74

23.2 Conditions

The above charges shall be invoiced along with vessel invoice (at the time of discharge/load).

24. Administration Charges (per container):

No.	Nature of Service	AED
i	Change of designation (import/export to Transshipment or vice-versa - full or empty) change of bay plan, misdeclaration in port of discharge, line change charge.	80
ii	Computer data amendment at Carrier's request	40
iii	Shut outs while under operations or for units already in load or discharge lists	150

25. Misdeclaration of Cargo Weights:

- 25.1** The Terminal Operator will not permit its equipment to be used in any way to lift, move or transport a Cargo unit weighing in excess of the safe working load as determined by the Terminal Operator. Should the Terminal Operator's equipment be used in handling an overweight Cargo unit, the Carrier or party, 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 use.
- 25.2** Mis declared Cargo units tendered to the Port Authority and/or Terminal Operator will be rejected and a fine of AED1,000 per unit or any other charges (shifting, weighing, special gear etc.) shall be applicable as may be determined by the Authority and/or the Terminal Operator from time to time.

26. Undelivered Containers – Auction:

- 26.1** If non-perishable Cargo remains in the Terminal unclaimed for a period of more than ninety (90) days and perishable Cargo remains in the Terminal unclaimed for a period of more than sixty (60) days, the Terminal Operator reserves the right, without any notice, to remove the Cargo to a bonded storage area and to dispose of the Cargo by public auction, private sale or destruction (“**Disposal**”). However, this will not release the obligation of the Carrier to pay the outstanding payment to the Terminal Operator. The Carrier shall indemnify the Terminal Operator from all losses, damages and claims which may arise subsequent to or as a result of such Disposal.
- 26.2** Containers containing Cargo destined for Disposal shall only be released after all stripping and stuffing charges and storage charges have been received by the Terminal Operator. These charges will be on the Carrier’s account.

27. Method of Payment:

- 27.1** All invoices are raised as due on presentation, unless otherwise either agreed in writing or under specific service agreement contracts. The Terminal Operator reserves the right to apply interest at the rate of 1% per month on any invoice or part thereof remaining unpaid beyond the due date.
- 27.2** In the event of failure to pay within the time set out above and without prejudice to the rights available under Clause 23.1 above, the Terminal Operator shall have a lien over all Containers and Cargo and all documents in respect of payments due. If the payment is not made in full within one month of the lien being exercised, the Terminal Operator shall have the right of sale over all the property, either by direct sale or public auction and may set off the proceeds of sale in satisfaction of the charges due to the Terminal Operator.
- 27.3** The respective Carrier or responsible party will indemnify the Terminal Operator and will pay to the Terminal Operator full charges, compensation for all damages suffered by the Terminal Operator, in the event the Consignee is in breach of its obligation to pay any charges stated herein.
- 27.4** The Rates / Tariff mentioned herein are exclusive of any applicable taxes including Value Added Tax (**VAT**), levies, duties or of similar nature imposed by the Government / Tax Authority, whether applicable now or in future and will be charged separately and payable by the Carrier.

27.5 Wherever not specifically mentioned, all the charges are payable by the Carrier.

27.6 The Tariff is subject to revisions and surcharges as imposed by the Authority or governmental or quasi-governmental authorities or bodies, without appropriate advance notice and which automatically become part of the Tariff and payable by the Customer, from the date of their formal implementation (current or retrospective).

28. Standard Terms and Conditions of the Terminal Operator

Use of the Terminal facilities and services managed and operated by the Terminal Operator shall constitute a consent to this tariff and the STC of the Terminal Operator.