

MINISTERIAL RESOLUTION No. (20/T/2003).

After perusal of Royal Decree No. 46/76 issued on 17th November 1976 establishing The Corporation.

And in accordance with the operating agreement signed between The Government of Sultanate of Oman and The Corporation on 29th November 1977.

And Royal Decree No. 98/81 issuing the law Organising Navigation in The Sultanate's Territorial Waters.

And the Ministerial Resolution No. 2/31/1981 dated 13th April 1981 for the application of Port Sultan Qaboos Tariff.

And the Ministerial Resolution No. 143/92 dated 1st June 1992 for amendments of Port Sultan Qaboos Tariff.

And the approval of the Ministry of Finance No. F/.T-2973/DRI/2/2/1227 dated 2nd November 2002.

And as per the exigencies of the public interest the following is hereby resolved:

- Article One: The attached tariff shall come into force in Port Sultan Qaboos.
- Article Two: The Ministerial Resolution No. 2/31/1981, referred to above, shall be cancelled.
- Article Three: The Ministerial Resolution No. 166/1997, issued on 6th October 1997, granting Port Services Corporation the authority to reduce Port Sultan Qaboos Tariff, shall remain in force.
- Article Four: The Executive President, Port Services Corporation (SAOG) and all concerned shall execute this resolution each within his jurisdiction.
- Article Five: This resolution should be published in the official gazette and will come into effect from 1st May 2003.

Issued on 22/1/1424
25/3/2003

H.E. Malik Bin Suleiman Al Ma'mari
Minister of Transport & Telecommunications

PART I

GENERAL INFORMATION

PART I

GENERAL INFORMATION

Port Sultan Qaboos is a modern Port comprising of eight deep water berths, five smaller berths, three modern transit sheds, one covered container freight station (CFS) and adequate outside storage space. The port has the most up-to-date facilities for handling containers, conventional cargo, RORO and Bulk cargo.

1. Handling all categories of cargo, containers and vehicles.

2. **TUGS**

Four modern tugs are available for berthing vessels.

3. **PILOTAGE**

Pilotage is compulsory and pilots may board from launch or tug and are available on a 24 hours basis.

4. **BUNKERING FACILITIES**

Diesel oil is available on the berth, MFO is available in the area by arrangement through Agents. Marine Lubricants are available in the Port.

5. **FRESH WATER**

Good fresh water is available alongside. Supply points are located on each berth.

6. **SHIPCHANDLERS**

Vessels can obtain all their requirement of foodstuff and other provisions through their local agents or directly from the shipchandlers.

7. **HYGIENE**

The Port provides garbage bins at various points for use by vessels. The use of these bins is compulsory.

8. **FIRE FIGHTING**

There are two tugs fitted with fire fighting equipments and a truck fitted with fire fighting and pollution control equipment. Services of local Fire Brigade (ROP) are available on 24 hour basis.

PART II

DEFINITIONS AND GENERAL RULES

PART II

DEFINITIONS AND GENERAL RULES

1. INTERPRETATION

- “Port Services Corporation (SAOG) (hereinafter referred to as « The Corporation »)” means the organisation appointed by the Sultanate of Oman to operate the marine, commercial and passenger operations and functions of the Port and includes all persons duly authorised to act on behalf of the organisation.
- “Port Sultan Qaboos” means the whole of the area, whether land or water, within the limits of the Port.
- “Executive President” means the Chief Executive of The Corporation.
- “The Port” means Port Sultan Qaboos.
- “Port Premises” means all wharves, quays, landing places, docks, storage area, roads and buildings under the operations or administrative control of The Corporation.
- “Container” The term “container” refers to the standard ISO container boxes, suitable for the transporting and stacking of dry or refrigerated cargo. Constructed of metal, fiberglass, plastic or wood, which confines its contents and must be capable of being handled as a unit and lifted by a crane with a container spreader.
- “Dry bulk cargo” means the dry cargo being discharged loose from the carrying vessel or loaded loose to the receiving vessel to /from the tippers alongside or the silos through the evacuators.
- “Liquid bulk cargo” means the liquid cargo being discharged from the carrying vessel or loaded to the receiving vessel to /from the tankers alongside or the silos through the evacuators.

“General cargo”	means and refers to all other conventional cargo which are not defined as a type of cargo specifically.
“RORO cargo”	means and includes all vehicles, mechanical equipment and other units which have the wheels and self motive power and being capable of being driven out of or into the vessel without using any lifting or towage equipments.
“Hazardous cargo”	means all the classes of dangerous and hazardous cargo as governed by the International Maritime Dangerous cargo code published by the International Maritime Organisaion (IMO).
“Metric tonne”	means the weight tonne equal to 1000 Kilograms.
“Deadweight tonne”	means the weight of the cargo in metric tonnes.
“Freight tonne”	except when specifically mentioned all tonnes shall be regarded as Freight Tonnes and shall be determined by a Metric Tonne or a measurement tonne of one cubic metre, whichever is greater.
“TEU”	means Twenty Foot Equivalent Unit.

2. GENERAL RULES

2.1 PORT RULES AND REGULATIONS

The attention of Masters, owners, agents of ships and other port users is drawn to Port Sultan Qaboos Rules and Regulations of 1982 and GCC Ports Rules and Regulations issued in March 1985 and amendments thereof copies of which may be obtained from the office of The Corporation. The handling of the vessels, cargo and passenger and other related work within Port Sultan Qaboos shall be subject to the provision of the Rules and Regulations referred above.

2.2 DOCUMENTS

The documents referred to in Schedule VII in respect of cargo must be in the possession of The Corporation at least 24 hours prior to the arrival of vessels. Vessels will not normally be berthed without receipt of all such documents.

2.3 NOTICE OF ARRIVAL

Masters should cable E.T.A., L.O.A. and draft of the vessels to Agents and also to Divisional Manager (Harbour & Marine), Port Sultan Qaboos (fax no. 712196) 72, 48 and 24 hours prior to arrival in Muscat.

Three hours prior to arrival off the Port, Vessels should contact Port Sultan Qaboos signal station on V.H.F. Channel 16 and Working Channel 14 and request for berthing instructions.

2.4 FRESH WATER

Port should be requested to make arrangements for supply prior to vessel's arrival. Alternative arrangements can be made through Agents for supply by road tanker.

2.5 HEALTH

2.5.1 Radio pratique may be granted by Director Port Health & Quarantine on receipt of the following information:

- (i) All Smallpox/Cholera vaccinations valid.
- (ii) Valid de-rat certificate.
- (iii) No sickness on board.
- (iv) No sickness at last Port.
- (v) Country of origin and date of departure.

2.5.2 Port Health and Quarantine authorities will issue health form on boarding.

Port Health and Quarantine authorities require the following documents:

- (i) Crew list
- (ii) Valid de-rat certificate
- (iii) Last port clearance

2.6 RAT GUARDS

The use of rat guards on all mooring ropes and wires is compulsory whilst vessels are alongside. Vessels without their own rat guards will be required to hire from the Corporation.

2.7 PORT WORKING HOURS

Port working hours shall be as notified in the Corporation's Circular issued in this regard from time to time. Delivery of cargo and acceptance of cargo outside the normal working hours specified in the circular shall be subject to prior notification

2.8 LABOUR

Requests for labour for vessels should be made by Agents to the Director General of Operations and Traffic.

2.9 CUSTOMS

Customs officers board the vessels on arrival either in Port or at the Anchorage. Ship's Masters are required to produce the following documents:

- (i) Crew list.
- (ii) Crew's Personnel Declaration List.
- (iii) Ship's Bonded Store List.

2.10 FIRE FIGHTING

Vessel's fire fighting equipment must be upto international standards and readily available. Vessel's crew should be qualified for firefighting.

2.11 DANGEROUS AND HAZARDOUS CARGO

The Port has regulations concerning the handling of dangerous and hazardous goods and Agents should submit lists of such cargo carried on board prior to vessel's arrival. The handling of such cargo shall be in accordance with the rules and regulations of Port Sultan Qaboos. The Agents / importers should obtain the clearance as may be applicable from the concerned authorities before the goods are discharged from the vessel / brought into the port. The handling of such cargo will be governed by the International Maritime

Dangerous Goods Code published by the International Maritime Organisation, as listed below:

Class No.	Description of goods	Remarks
1	Explosives	To be delivered directly from the vessel
2	Gases, compressed, liquefied or dissolved under pressure	To be delivered directly from the vessel
3	Inflammable liquids	Can be stored in the Hazardous cargo yard.
4	Inflammable solids	To be delivered directly from the vessel
5	Oxidizing substances and organic peroxides	Goods of class 5.1 to be delivered directly from the vessel; others can be stored in the Hazardous cargo yard.
6	Poisonous and infectious substances	Can be stored in the Hazardous cargo yard.
7	Radioactive substances	Not allowed to be imported
8	Corrosives	Can be stored in the Hazardous cargo yard.
9.	Miscellaneous dangerous substances	Can be stored in the Hazardous yard.

2.12 **FROZEN CARGO**

Agents and Importers should arrange for transport of the cargo for direct delivery, otherwise the Corporation will not accept any liability except connection for refrigerated containers.

2.13 **DISPOSAL OF CARGO**

The Corporation reserves the right to remove and dispose off the cargo to cover accrued charges in accordance with rules and regulations of the Port

2.14 **SAFETY**

Parties using the Port facilities are required to conform with all the safety directives and in accordance with the rules and regulations of the Port.

2.15 **REMOVAL OF OBJECTIONABLE CARGO**

The Corporation reserves the right to remove cargo, which in its judgment is likely to cause damage to other cargo, property, health or environment to another location at the risk and expenses of the owner or Agent of the cargo or vessel. The port management will not liable for any damage, loss or accident whatsoever occurring during the relocation.

2.16 ASCERTAINING OF TONNAGE

The tonnage will be normally considered based on the cargo manifest. However, the Corporation reserves the right to either demand a copy of the bill of lading or packing list or carry out random verification of measurement of any cargo and consider the highest volume for the purpose of tariff.

2.17 AUCTION OF UNCLAIMED CARGO

Goods which are not cleared from the Port within the specified period as notified in this regard, from the date of receipt of such cargo in the port, shall be auctioned after co-ordination with the concerned authorities. The port management has the right to sell or destroy any goods that are perishable, spoiled, putrid or in any condition injurious to health without allowing such goods to be stored for the specified period. The Corporation will not accept any liability for any negligence on the part of the Consignees/Agents

The Port management reserves the right to auction these cargoes after the expiry of the following periods:

Refrigerated containers	30 days from the date of discharge from vessel or date of receipt.
Container and general cargo and vehicles, trailers and all other types of cargo	3 months from the date of discharge from vessel or date of receipt.

2.18 CHARGES NOT SPECIFIED

Usage of facilities or services provided for which a charge is not specifically stated in this tariff will be fixed by the Corporation.

3. OPERATING RIGHTS

All the services within Port Sultan Qaboos shall be exclusively performed by the Corporation or its delegated Contractor.

4. CONSENT TO TERMS OF TARIFF

The use of the facilities under the jurisdiction of The Corporation shall constitute a consent to the terms and conditions of this tariff and evidences an agreement on the part of all vessels, their owners and agents and other users to charges specified in this tariff and to be governed by all Rules and Regulations herein contained.

5. **ALTERATIONS TO TARIFF**

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

6. **USE OF FACILITIES**

6.1 The Corporation, reserves the right to designate and regulate the use of all facilities within the Port limit.

6.2 The Corporation reserves the right to refuse or accept any and all cargo as per Port Rules and Regulations,

6.3 The Corporation, prohibits the placing and/or use within the Port of any mechanical equipment not owned by the Corporation, except with prior written permission and payment of such charges as may be stipulated. It will be the sole responsibility and liability of the user for any injury to persons or damage of whatever nature, including damage to property of the Corporation. All such plant and equipment brought in the Port should be fully covered for third party liability under owner's insurance policy.

6.4 Vessels discharging or loading ballast, sand, coal, bagged cement, scrap iron or any loose material, must use tarpaulins or stages from the ship's rail to the wharf or lighter to prevent such material falling into the harbour.

7. **PAYMENTS**

7.1 All invoices are issued for the services rendered to the concerned port user. The Corporation reserves the right to demand the payment of the charges for services in advance, where considered necessary. In case of failure to pay the advance or invoiced amount in accordance with the agreed terms of payment, the Corporation reserves the right to deny use of port facilities or permission to sail or delivery of cargo.

7.2 In case of non-payment by the vessels' agents of invoices due, the Corporation reserves the right to recover the amount due from either the vessel's owner, charterer or operator as considered fit.

8. **LIMITS OF THE PORT AND APPROACH**

8.1 **LIMITS OF THE PORT**

The Limits of Port Sultan Qaboos are bounded by the following perimeters:

From the level of high water springs at a point near Ras Kab at Longitude 58° 33' 12" East due north to Latitude 23° 41' 00" N;

Thence due East to Longitude 58° 35' 36" E;

Thence due South to Jazirat Muscat;

Thence in a generally southern direction by the line of high water springs on the Western side of Jazirat Muscat to Pinnacle Rock;

The anchorage area between coast line of Oman and Latitude 23° - 53° N and between the Longitude 58° 10" to 58° 38.5 E;

Thence South – West to the Eastern most point of Sirah Al Gharbiyah:

Thence by the line of high water springs to the point of commencement.

8.2 APPROACHES

Vessels approaching from a North or Westerly direction pass North of Fahal Fairway buoy situated in position Latitude 23° 41' 00" N Longitude 58° 33' 12" E. Vessels should also pass 5 cables eastward of the buoy before final approach to Port Sultan Qaboos anchorage or breakwater head for picking up Pilot. In no case they should keep close in to Khowr Muscat entrance or remain waiting in the prohibited anchorage vicinity.

8.3 PROHIBITED ENTRY AREA

The whole of the bay of KHOWR MUSCAT, south of a line between Ras KALBUH and Ras MUSCAT.

8.4 PROHIBITED ANCHORAGE AREA

The area enclosed by the following perimeters is a prohibited anchorage and approach area:

North boundary : The parallel of latitude 23° 41' 00" N.

East boundary : The meridian of longitude 58° 36' 00" E.

South boundary: Sultanate of Oman Coastline.

West boundary : Muscat forward leading light bearing 145° (T) from seaward and Port Qaboos break water light bearing 240° (T) from seaward.

Severe penalties are imposed for vessels infringing the above prohibited areas.

8.5 ANCHORAGE AREA FOR PORT SULTAN QABOOS

PORT SULTAN QABOOS

Vessels should anchor Northwest of the breakwater within the area enclosed by the following perimeters:

A line extending 060° (T) from Port Sultan Qaboos breakwater.

The western most extremity of Port Sultan Qaboos.

A line extending 325° (T) from Muscat forward leading light after crossing perimeter (1).

All areas described above are clearly defined in the current edition Admiralty Chart No. 3518.

8.6 TEMPORARY ANCHORAGE WEST OF FAHAL

Temporary anchorage West of Fahal is within the following limits:

Latitude	Longitude
23° 40' N	58° 20' E
23° 44' N	58° 20' E
23° 44' N	58° 27' E
23° 40' N	58° 27' E

PART III
PORT DUES & CHARGES

SCHEDULE I
PORT DUES & CHARGES

SCHEDULE 1.

PORT DUES & CHARGES

1. PORT DUES RO.Bzs.

Port dues will be assessed on all except exempted vessels berthing within the port for the purpose of discharging or loading of cargo or passengers or any other purposes from the time the vessel arrives at the anchorage till the time she leaves the anchorage area and sails out. The charges will be based on the gross registered tonnage of the ship as found in the Lloyds register of shipping or other recognised register at the option of the Corporation. The charge covers the ports marine radio and port control services, the provision and maintenance of navigational aids.

- | | |
|---|-------|
| (i) For any period not exceeding 5 days per GRT | 0.015 |
| (ii) After 5 days for each day (or part thereof) per GRT | 0.005 |
| (iii) For RORO vessels staying for less than 24 hours per GRT | 0.007 |

For vessels berthed alongside for reasons other than cargo discharge/loading, per day or part thereof	250.000
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2. ANCHORAGE DUES:

Anchorage dues will be levied on all except exempted vessels lying at anchorage within port limits and laid up anchorage area west of Mina Al Fahal which do not require to be berthed.

- | | |
|--|--------|
| (i) For cargo vessels and fishing trawlers per day (or part thereof) | 15.000 |
| (ii) For other vessels, per day (or part thereof) | 10.000 |

EXEMPTED VESSELS

RO. Bz.

The following ships or classes of ship shall be exempted from payment of Port/Anchorage dues:

- (a) Ships in the services of the Sultanate of Oman
- (b) Ships in distress or requiring medical assistance at anchorage only for the initial period of 6 hours.
- (c) Ships exempted from the payment of Port dues by the Government of the Sultanate of Oman.

3. SMALL CRAFTS DUES

These charges will be levied on all small crafts – cargo barge, service workboats and towing launches (steel or wooden) whether at anchorage or requiring to be berthed.

For each period of a week or part thereof.

10.000

4. BERTHAGE CHARGES

The charge is levied per visit on all vessels berthing within the port for the purpose of discharging or loading cargo or passengers or any other purposes. It covers inward and outward pilotage, towage services, the provision of mooring boats, and linesmen for berthing and unberthing and usage of garbage bins for ships normal garbage disposal while alongside the berth. For this purpose the length over all (LOA) of the vessel will be as stated in the Certificate of registration.

Per vessel call:

- for vessels upto 90 metre LOA 350.000
- for vessels above 90 meters and upto 180 metre LOA 400.000
- for vessels above 180 metre LOA 450.000

5.	SHIFTING BERTH	RO. Bz.
	(i) The following charges shall apply for shifting of vessel from berth to berth. The charges include usage of a pilot, tug (s) and line handlers:	
	charges per movement	250.000
	(ii) In case of shifting of vessels to anchorage and reberthing, berthing charges as per item No. 4 above shall be applied.	
6.	CHARGES FOR PUBLIC HOLIDAYS & FRIDAYS	
	The charges shown under item nos. 4 and 5 above will be increased by 50% on Fridays and Public Holidays.	
7.	PASSENGER/TOURIST LEVY	
	Per passenger (excluding infants below 2 years) embarking or disembarking	2.000
	Per tourist (excluding infants below 2 years) embarking or disembarking	2.000
8.	FRESH WATER	
	Per tonne, subject to minimum of 10 tonne per occasion for vessels and minimum 3 tonnes per occasion for dhows (This service will be provided alongside only)	2.000
9.	HIRE CHARGES	
	(i) Hire charges in respect of vessels whose engine does not work fully/partially or for any other purpose within Port Sultan Qaboos	
	- Tug hire per hour (or part thereof) of each tug	250.000
	- Pilotage per hour (or part thereof)	40.000
	(ii) Rat guard, per day (or part thereof) for each guard	5.000

10.	DETENTION CHARGES	RO. Bz.
(i)	Pilot kept waiting through any fault of the vessel or vessel's agents, per hour (or part thereof)	40.000
(ii)	Pilot boat standing by or detained through any fault of the vessel or vessel's agents, per hour (or part thereof)	10.000
(iii)	Tugs kept waiting through any fault of the vessel or vessels' agents, per hour (or part thereof) per tug	250.000

11. **BILLING**

All the charges contained in items no. 1 – 10 above shall be billed to the vessels' Agents.

SCHEDULE II
STEVEDORING CHARGES

SCHEDULE II

STEVEDORING CHARGES

Scope of services:

RO. Bz.

Stevedoring means the supply of necessary Corporation labour on board the vessel to handle import cargo from the vessel to the quay or consignee's vehicle and export cargo from the quay to the vessel. The use of the cargo handling gear is included in the charge. Charges are per Freight ton unless other wise specified.

1. DISCHARGING

(i)	General cargo and cement including bagged cargo	2.000
(ii)	Foodstuf and medicines	1.500
(iii)	Iron and steel products.	3.000
(iv)	Packed timber and plywood	2.500
(v)	Poles and loose timber	4.000
	Volume discount for items (iii), (iv) & (v) above (per consignment per vessel)	
	Upto 5000 FRT	Nil
	5001 – 10000 FRT	10%
	100001- 15000 FRT	20%
	15001 FRT and above	30%
(vi)	Unpacked vehicles, mobile mechanical equipment, trailers and caravans:	
(a)	For new units	
	– Less than 5 metric tonnes, per unit	14.000
	– 5 metric tonnes and above per unit	17.000

	RO. Bz.
(b) For second hand units:	
– Less than 5 metric tonnes, per unit	28.000
– 5 metric tonnes and above per unit	34.000
(vii) Heavy lifts of 20 metric tonnes and above	200% normal rate
(viii) Rebate for palletised and/or preslung cargo (subject to a minimum of 100 tonnes being block stowed in any one hatch)	20% of normal rate
(ix) Wharfage:	
Over stowed cargo landed to the quay and subsequently re-shipped on the same vessel will be charged wharfage in addition to other charges as per tariff at the rate of per tonne (or part thereof)	0.500
(x) Bulk cargo:	
The vessel's agent and the importers are responsible, at their cost, to ensure that all safety measures are taken to protect the environment while discharging / loading of any bulk cargo. The port shall provide the winch men, supervisor and tally clerk as required for the discharge/ load operation. The following charges include the cost of these employees provided. The vessel's agent or importer/exporter shall be responsible to arrange, at their cost, the necessary equipment required for the operation.	
(a) Dry bulk cargo upto 10000 DWT per vessel per DWT	1.000
Dry bulk cargo over 10000 DWT upto 20000 DWT per vessel per	0.750
Dry bulk cargo over 20000 DWT per vessel, per DWT	0.500
(b) Liquid bulk cargo per DWT	0.600

(xi)	Bad Stowage	RO. Bz.
	Where the Corporation considers that cargo is badly stowed or of such a nature and in such condition that normal discharging rates do not apply, then it reserves, the right to charge, in addition to normal stevedoring tariff, at the rate specified per gang hour, subject to minimum of half an hour per occasion	40.000
(xii)	Cargo discharged direct over side	
	Cargo discharged direct over-side to barge or coaster or from ship to ship if Corporation labour is supplied in the barge or coaster	150% of normal rate
(xiii)	In the case of vessels discharging/loading of cement, the vessel or vessels agent shall be fully responsible to clean the hatches and quay at their cost	
2.	LOADING FOR EXPORTS (Export receiving and loading)	
	Scope of service:	
	The basic export service is receiving goods for export, providing such storage as may be required and tendering goods to the ships on quay side and subsequently loading on the vessel. All export consignments must be accompanied by an Export Shipping Note. All charges for exports are debited to the vessel's Agent and are subject to a minimum charge of RO. 10.000 per Export Shipping Note.	
(i)	General cargo per FRT	4.000
(ii)	Unpacked vehicles, mobile mechanical equipment, trailers and caravans	
	(a) For new units	
	– Less than 5 tonnes, per unit	27.000
	– 5 tonnes and above, per unit	32.000

	RO. Bz.
(b) For second hand units:	
– Less than 5 tonnes, per unit	54.000
– 5 tonnes and above, per unit	64.000
(iii) Live animals, per head	0.250
- This includes provision of required services, i.e. ‘movers’ and tally clerks during the normal working hours. Overtime charges during Fridays and holidays will be charged as per rates as specified in clause 6.	
(iv) Direct Shipment	
Lifts over 20 tonnes and live animals must be shipped direct from the trucks.	
(v) Cargo loaded Ex-Barge or Coaster	
Goods loaded direct from barges lying alongside vessels will incur the normal stevedoring charges plus 50% if Corporation labour is supplied in the barges.	
(vi) Shut out cargo	
Export cargo shut out and not loaded on the designated vessel shall be charged at the rate applicable for shorehandling charges as per Schedule 3.	

3. EXTRA SERVICES

Shifting cargo lashing/unlashing, covering/uncovering hatches, collecting/laying dunnage, rigging gear, repacking on board and any other extra services rendered during loading or discharging will be charged as follows:

Per gang hour (or part thereof) subject to a minimum of 1/2 hour per occasion and 1 hour per shift.

40.000

4.	GANGS KEPT WAITING	RO. Bz.
	Per gang hour (or part thereof) subject to a minimum of 1/2 hour per occasion and 1 hour per shift.	40.000
5.	OVERTIME PREMIUM (CONVENTIONAL CARGO VESSELS)	
	Friday & Holidays working per gang hour or part thereof (subject to a minimum of 8 hours)	40.000
	NOTE: When a gang is transferred from one vessel to another during Friday & Holidays, the charges will be apportioned accordingly.	
6.	HIRE OF PERSONNEL OTHER THAN IN CONNECTION WITH NORMAL STEVEDORING	
	Per person per hour (or part thereof)	
	- Unskilled employees (Labourers/Helpers)	5.000
	- Skilled employees (equipment operators, tally clerks, maintenance staff such as mechanic, welder, carpenter, mason, electrician, etc.	7.000
	- Supervisor, Engineer and Technician	10.000
	The above rates will be increased by 50% on Fridays and Public Holidays.	
7.	HIRE OF MECHANICAL EQUIPMENT FOR USE IN DISCHARGING/LOADING	
	All rates are per hour (or part thereof) and include driver.	
	(i) Forklifts in hatches (minimum 2 hours per shift)	
	- Less than 5 tonnes capacity	10.000
	- 5 tonnes and above capacity	15.000

(ii)	Mobile crane (minimum 4 hours per shift)	RO. Bz.
	– Less than 25 tonnes capacity	25.000
	– 25 tonnes and above but less than 70 tonnes capacity	35.000
	– 70 tonnes and above capacity	50.000
(iii)	Haul major tractor (Minimum 2 hours per shift)	20.000
(iv)	Trailer (Minimum 2 hours per shift)	10.000
(v)	Gantry crane used for discharge of general cargo (Minimum 2 hours per shift)	150.000

The above rates will be increased by 25% on Fridays and public holidays.

8. **VESSELS WORKED AT ANCHORAGE**

When stevedoring labour is provided by the corporation, twice the normal tariff is applied plus launch charges.

9. **BILLING**

All the charges contained in item 1 –8 above shall be billed to the vessels' Agents.

All cargo for which no separate rate has been stated above will be billed at the rates applicable for General cargo 1(i) and 2(i).

The Stevedoring charges for dangerous and hazardous cargo shall be 150% of the charges specified in the Schedule.

SCHEDULE III

**SHORE HANDLING
AND
STORAGE CHARGES**

SCHEDULE III

SHOREHANDLING AND STORAGE CHARGES

1. IMPORTS RO. Bz.

Scope of service:

Shorehandling means the receipt of goods on or over the quay, sorting to bill of lading, movement between the quay and the storage area, and tendering to the consignees' transport. The use of the ports' cargo handling equipment labour and free storage period as specified in this schedule are included in the charge.

All charges are per Freight ton unless otherwise specified and are subject to a minimum charge of RO. 2.500 per Bill of Lading.

(i)	General cargo and cement including bagged cargo	1.800
(ii)	Foodstuff and medicines	1.300
(iii)	Iron and steel products.	2.700
(iv)	Packed timber and plywood	2.300
(v)	Poles and loose timber	3.600
(vi)	Volume discount for items (iii) (iv) & (v) above (per consignment per vessel):	
*	Upto 5000 FRT	Nil
*	5001 – 10000 FRT	10%
*	100001- 15000 FRT	20%
*	15001 FRT and above	30%
(vii)	Unpacked vehicles, mobile mechanical equipment, trailers and caravans	
	(a) For new units:	
	– Less than 5 tonnes, per unit	12.000
	– 5 tonnes and above, per unit	15.000

(b) For second hand units:	RO. Bz.
– Less than 5 tonnes, per unit	26.000
– 5 tonnes and above, per unit	30.000

(Components of mechanical equipment received with that equipment but in separate packages will be charged at the general cargo rate unless securely attached to the base machine)

(viii) Heavy Lifts of 20 T. and above	200% normal rate	
(ix) Live animals per head		0.250

- This includes provision of required services, i.e. ‘movers’ and tally clerks during the normal working hours. Labour charges during Fridays and holidays will be charged as per personnel hire rates – as specified in clause 5 of this Section on page .

(x) Direct Delivery

This means direct delivery of the entire consignment from the vessel direct to the consignee’s vehicle at the berth without any part thereof landing on the quay subject to the following conditions:

- (a) Lifts over 25 tonnes and live animals must be delivered direct.
- (b) The rates in the preceding clauses, except that mentioned in (vii), will be reduced by 25% for consignments delivered direct from ship to vehicle.

2. DEMURRAGE (Import/Export)

After the free period, demurrage is payable for the period of storage of cargo within the port from the time its receipt from vessel till the time of its delivery to the consignee or receipt from shipper till the time of its loading on the carrying vessel.

Demurrage is subject to a minimum charge for per Bill of Lading. All charges are per Freight ton unless otherwise specified.

(i)	For the first 10 days after final discharge or before loading			FREE
		1 st period RO. Bz.	2 nd period RO. Bz.	3 rd period RO. Bz.
(ii)	General cargo, bagged cement, foodstuff and medicines, iron and steel, timber and plywood			
	1 st period - For a period of 14 days (or part thereof) after the free period	0.500		
	2 nd period - For a period of 10 days (or part thereof) after the first period		0.700	
	3 rd period - For a period of 10 days (or part thereof) after the second period			1.500
(iii)	Unpacked vehicles, mechanical equipment, trailers and caravans per unit, per day	3.000	4.500	6.000

3. OVERTIME

Deliveries or export receiving undertaken outside normal working hours will not incur any overtime charges if prior notification is given by consignees/exporters before 12 noon on working days.

4. **HIRE OF MECHANICAL EQUIPMENT** **RO. Bz.**

Equipment used in the Port for purposes other than normal delivery or receipt of cargo will be charged as shown below subject to a minimum of 2 hours:

All rates are per hour or part thereof and include the driver.

(a)	Forklift less than 5 tonnes capacity	10.000
(b)	Forklift of 5 tonnes and above capacity	15.000
(c)	Mobile crane less than 25 tonnes capacity	25.000
(d)	Mobile crane of 25 tonnes and above but less than 70 tonnes capacity	35.000
(e)	Mobile crane of 70 tonnes and above capacity	50.000
(f)	Hual Major Tractor	20.000
(g)	Trailers	10.000

The above rates will be increased by 25% on Fridays and Public Holidays

5. **HIRE OF PERSONNEL FOR USE OTHER THAN IN CONNECTION WITH DELIVERY OR RECEIPT OF CARGO**

	Per personnel per hour (or part thereof)	5.000
-	Unskilled employees (Labourers/Helpers)	5.000
-	Skilled employees (equipment operators, tally clerks, maintenance staff such as mechanic, welder, carpenter, mason, electrician, etc.	7.000
-	Supervisor, Engineer and Technician	10.000

The above rates will be increased by 50% on Fridays and Public Holidays

6. DHOW AND LAUNCH CARGO RO. Bz.

Cargo discharged/loaded from/to dhows and country crafts will be assessed as shown below subject to a minimum charge of RO. 2.500 per bill of lading:

- (i) Consignments delivered direct to vehicle or landed to quay and delivered within 24 hours:
 - (a) General cargo per FRT 0.300
 - (b) Vehicles and mobile mechanical equipment:
 - Less than 5 metric tonnes, per unit 15.000
 - 5 metric tonnes and above per unit 7.500
 - (c) Live animals per head 0.150
 - (d) Metal scrap per DWT 1.000
- (ii) Consignments landed to quay and remaining in the Port for more than 24 hours:
 - (a) General cargo per FRT 1.800
 - (b) Vehicles and mobile mechanical equipment:
 - Less than 5 tonnes, per unit 13.000
 - 5 tonnes and above per unit 15.000
- (iii) A fine of RO. 50.000 will be imposed on the importer for any wrong declaration of tonnage in addition to the payment of charges based on actual tonnage.
- (iv) Demurrage charges will be applied after 10 days at appropriate import export rates.

- (v) The above tariff must be read in conjunction with the Rules and Regulations governing Port Sultan Qaboos.

7. **DISCHARGED GOODS LANDED FOR RE-EXPORT**

(Other than transshipment goods on through bills of lading)

Goods imported, retained in the Port and subsequently re-exported incur the basic import handling charges plus the loading rate. Consignments will be liable for demurrage at scheduled rates if not shipped within 10 days from the final date of discharge of the importing vessel.

8. **BILLING**

All charges contained in items no. 1 – 6 above shall be to consignees.

The charges contained in item no. 7 above shall be billed to the vessel's agent.

Shorehandling charges and demurrage for all cargo for which no separate rate has been stated above will be billed at the rates applicable for General cargo.

Shorehandling charges and demurrage for dangerous and hazardous cargo shall be 150% of the charges specified in this Schedule.

SCHEDULE IV
TRANSHIPMENT CARGO

SCHEDULE IV

TRANSHIPMENT CARGO

RO. Bz.

Scope of service:

Port Sultan Qaboos is ideally situated to accept cargo for transshipment either by road, sea or air. The Port can offer an efficient reliable service for such cargoes. The transshipment services include receipt of cargo from vessels/truck, storing the cargo till the arrival of the loading vessels/truck and loading the cargo on them. The cargo shall be accepted as transshipment cargo only if the agents declare the transshipment cargo along with the manifest well in advance prior to arrival of the discharging vessel to the Port and Customs authorities.

1.	General cargo per FRT	4.000
2.	ISO Containers	
	- 20', per unit	20.000
	- Above 20', per unit	30.000

Discount based on the annual volume for each shipping line will be as per the following stepped up slab rates:

Upto 10,000 TEUs p.a.	No discount
10,000 to 20,000 TEUs p.a.	5%
Over 20,001 to 30,000 TEUs p.a.	10%
Over 30,000 to 40,000 TEUs p.a.	15%
Over 40,000 to 50,000 TEUs p.a.	17.5%
Over 50,000 TEUs p.a.	20%

For this purpose, volume of TEUs refers to number of TEU cycles covering discharge, storage and loading.

3.	RO/RO Vehicles	
	(a) Upto 10 metric tonnes, per unit	25.000
	(b) Above 10 metric tonnes per unit	30.000
4.	Free storage for all types of cargo	21 days
5.	All the charges contained in item nos. 1 – 4 above shall be billed to the vessels' Agents.	

SCHEDULE V
CONTAINERS

SCHEULE V.

I.S.O. CONTAINERS

1. FCL/LCL CONTAINER – IMPORT

RO. Bz.

The scope of service comprises of discharging from vessel, movement to storage yard, CFS, storage for 10 days and subsequent delivery to consignee.

20' Containers 40.000

Over 20' Container 55.000

2. UNSTUFFING OF LCL CONTAINERS – IMPORT

This means the unloading of goods from a container and includes the provision of labour, plant, equipment and services for the purpose.

(a) Cargo received from LCL containers will incur normal conventional shorehandling and storage charges as container Schedule III.

(b) Instructions for unstuffing LCL containers should be received by the Corporation not later than 1 day after final date of discharge of vessel. Following unstuffing charges will be billed to vessel's Agents:

20' container 25.000

Over 20' container 50.000

3. REFRIGERATED CONTAINER – IMPORT

Per 12 hours period (or part thereof) 5.000

The above charge is inclusive of electricity supply, temperature and equipment checks. The Corporation will not assume any responsibility for power failure.

4. FCL/LCL CONTAINER – EXPORT RO. Bz.

The service comprises of receipt of container from the vehicle, storage for 10 days, conveyance to vessel and shipment

20' container	40.000
Above 20' container	55.000

5. VOLUME DISCOUNT

The volume discount is applicable on the basis of number of containers discharged or loaded. The discount based on import or export annual volume for each shipping line shall be calculated as per the following stepped up slab rates:

Upto 2000 TEUs p.a.	Nil
2001 to 5000 TEUs p.a.	5.0%
5001 to 7000 TEUs p.a.	7.5%
7001 to 10000 TEUs p.a.	10.0%
10001 to 15000 TEUs p.a.	12.5%
15001 to 20000 TEUs p.a.	15.0%
20001 TEUs and above p.a.	20.0%

6. STUFFING OF EXPORT CARGO

The service comprises of receiving the cargo from the shipper and loading it into the allocated containers and includes provision of labour, plant, equipment and services for this purpose.

Stuffing charges	
20' container	25.000
Over 20' container	50.000

7. EMPTY CONTAINERS – IMPORT/EXPORT

The service comprises of discharging/loading, storage (see demurrage section) and receipt/delivery.

20' container	21.000
Over 20' container	28.000

8.	GROUNDING OF FCL CONTAINERS AND DELIVERY OF EMPTY CONTAINERS PER UNIT	RO. Bz.
	20' container	10.000
	Above 20' container	15.000
9.	CLEANING OF EMPTY CONTAINERS	
	The scope of service basic cleaning includes sweeping and clearing of the remnants from inside the container and total cleaning includes cleaning the inside with water and removing the labels on the outside. Any chemical used for the purpose shall be charged additionally at cost.	
	Basic cleaning, per TEU	3.500
	Total cleaning, per TEU	7.000
10.	SHIFTING CONTAINERS – HATCH TO HATCH	
	(a) Containers shifted from hatch to hatch on the same vessel will be charged as follows:	
	20' container	25.000
	Over 20' container	35.000
	Rates include landing to quay, use of tractors/trailers to run along quay if necessary and re-loading.	
	(b) For shifting the containers within the hatch on board the vessel	
	20' container	12.500
	Over 20' container	17.500
11.	SHUT OUT CONTAINERS	
	If for any reason loaded/empty containers shifted from container yard to quay are not shipped on the vessel, will incur the following charges:	
	20' container	20.000
	Above 20' container	30.000

12. OVERTIME	RO. Bz.
Fridays & holidays per gang per hour (minimum 4 hours)	40.000
When a gang is transferred from one vessel to another during Friday or holidays, the charges will be apportioned accordingly.	
13. BILLING	
All the charges contained in item no. 1 – 12 shall be billed to vessels' Agents	
14. DEMURRAGE	
A. LOADED CONTAINERS – IMPORT/EXPORT	
(Demurrage payable by vessels' Agents in case of exports and by consignees in case of imports)	
(i) For 10 days after completion of discharging vessel (import)	FREE
10 days prior to arrival of loading vessel (export)	FREE
(ii) For each day (or part thereof) for a period of first ten days after free period per 20' container	1.250
(iii) For each day (or part thereof) for a period of second ten days after first period per 20' container	1.750
(iv) For each day (or part thereof) after second period, per 20' container	2.500
(v) For container over 20', double the charges mentioned in (ii) to (iv) above shall apply.	

B. EMPTY CONTAINERS	RO. Bz.
(Demurrage shall be billed to vessels' Agents)	
(i) For 10 days after completion of discharging vessel (import)	FREE
For 10 days after receipt of the container in the yard (export)	FREE
(ii) For each day (or part thereof) for a period of first ten days after free period per 20' container	0.800
(iii) For each day (or part thereof) for a period of ten days after first period per 20' container	1.200
(iv) For each day (or part thereof) after second period, per 20' container	1.600
(v) For container over 20', double the charges mentioned in (ii) to (iv) above shall apply.	

**15. CUSTOMS INSPECTION OF CONTAINERS
(Charges payable by consignee)**

Scope of this service includes provision of equipment and labourer required for shifting and positioning the container at the inspection platform for facilitating the inspection of the contents by the customs authorities.

Per 20' container per move	20.000
Per 40' container per move	30.000

16. The terminal handling charges and demurrage for handling containers with dangerous and hazardous cargo shall be 150% of the charges specified in this Schedule.

SCHEDULE VI
RO – RO CHARGES

SCHEDULE VI

RO – RO CHARGES

All charges are per unit unless otherwise specified. Unit means a vehicle, trailer or a trailer/tractor unit.

RO. Bz.

1. DISCHARGE/LOADING

All RO-RO units should adequately satisfy the condition that they are self powered with sufficient fuel and adequately inflated tyres to be capable of being driven safely from the vessel to the storage areas. Any repair or other services required to be provided by the Corporation, in this connection to facilitate the discharge operation will be provided at an additional charge commensurate with the cost of providing such services.

- | | | |
|--|--|--------|
| (i) Trailers from/to vessels (loaded or empty cargo other than containers) | | |
| (a) PSC Tugmaster | | |
| Trailers less than 30' | | 30.000 |
| Trailers 30' and over | | 40.000 |
| (b) If vessel uses own tugmaster and driver | | |
| Trailers less than 30' | | 15.000 |
| Trailers 30' and over | | 25.000 |

NOTE Loaded trailers discharged from the vessel and re-shipped empty on the same vessel will not be subject to further charges.

(ii) Containers

Refer container tariff rates is mentioned in Schedule V.

(iii) Vehicles and mobile mechanical equipment.

- | | | |
|---------------------------------|--|--------|
| (a) Discharge | | |
| Vehicles under 10 Metric tonnes | | 13.500 |

	RO. Bz.
Vehicles 10 Metric tonnes & over and mobile mechanical equipment	20.000
(b) Loading	
Vehicles under 10 tonnes	20.000
Vehicles 10 tonnes & over and mobile mechanical equipment	30.000
(iv) Demurrage	
Vessels own trailers not returned on the same vessel will incur demurrage for each day (or part thereof), per unit	1.000
(v) Shifting trailers/vehicles & mobile mechanical equipment	
Where RO/RO trailers, vehicles & mobile mechanical equipment not destined for Port Sultan Qaboos are shifted off the vessel and subsequently re-loaded, the following charges are applicable:	
Trailers less than 30'	30.000
Trailers 30' and over	40.000
Vehicles under 10 tonnes	13.500
Vehicles 10 tonnes and over and mobile mechanical equipment	20.000
Shifting on board will be charged at 50% of the above rates.	
(vi) The scope of services include movement from place of rest in vessel to place of rest in storage area and vice versa for exporters.	
(vii) All the above charges shall be billed to the vessels' Agents.	

2 SHORE HANDLING CHARGES AND DEMURRAGE FOR CARGO EX – RO-RO VESSELS **RO. Bz.**

- (i) Shorehandling charges shall be billed to the consignees at rates applicable to conventional cargo as contained in Schedule III in respect of all RO RO units and cargo unloaded from trailers within the port area with the exception of the following:

Loaded trailers delivered to consignees tractor unit within Port area

Trailers less than 30' 25.000

Trailers 30' and over 35.000

- (ii) Demurrage charges are payable by the consignees at rates applicable to conventional cargo as contained in Schedule III in respect of all RO RO units and cargo unloaded from trailers within the port area with the exception of the following:

Demurrage on House to House loaded trailers:

(a) For 10 days after completion of vessel FREE

10 days prior to arrival of vessel FREE

(b) For each day (or part thereof) after free period, per unit 3.000

3. WAITING

Port equipment and personnel kept waiting on RO-RO vessels will be charged at Hire of Personnel & Equipment rate as per conventional quay handling and storage charges as per Schedule III.

SCHEDULE VII
PORT DOCUMENTATION AND CHARGES

SCHEDULE VII

PORT DOCUMENTATION AND CHARGES

The Port users should abide by the following port documentation procedures concerning berthing of vessels and clearance of cargo.

1. BERTHING OF VESSELS

Vessels will not be berthed unless the following documents are received at least 24 hours prior to the arrival.

4 copies of Cargo Manifest

2 copies of Stowage Plan

2 copies of Dangerous Cargo List

2 copies of Hatch List and other details of the vessel (Flag, draft, LOA, GRT, etc.)

2. CLEARANCE OF CARGO

- (i) Cargo will be delivered by the sheds/yards only on presentation of Cargo Charges and Removal Order (CCRO), CCROs will be issued by Cargo Documents Office (CDO) upon submission of Agents Delivery Orders and customs Declaration and where required copies of the Bills of Lading and Packing List.

A certificate charge of RO. 10.000 will be levied on each CCRO issued.

- (ii) Consignees wishing to take delivery of cargo after the demurrage charges due date (i.e. after initial free period) must pay the demurrage to the CDO before collection of cargo.

List of demurrage charges due dates are published every week in the notice board at the CDO.

- (iii) Requests for Direct Delivery of cargo should be made to the Director General of (Operations and Traffic) on the prescribed form available from CDO as per the following conditions

- (a) Consignment must exceed 100 Tonnes Deadweight.
- (b) The complete consignment must be taken direct from ship to vehicle.

- (c) Consignments which are not stowed to bill of lading in the carrying vessel but sorted to bill of lading after lading will not qualify for the rebate.
- (d) Applications for direct delivery of cargo must be made at least 24 hours prior to the vessel's arrival.
- (e) Corporation reserves the right to refuse applications for direct delivery.
- (f) Quay handling charges should be paid in full as per tariff before taking direct delivery. An application for refund of rebate should be made to the Director General of Operations & Traffic within 8 days of the delivery.
- (g) Corporation will not entertain any request for direct delivery rebate after the expiry of the period stated in (f) above.

3. **CLAIMS**

- (I) Where full or part consignments are not traceable at the storage point, importers must obtain an endorsement to that effect on the CCRO from the shed/yard supervisors. Claims for non-availability of cargo should be registered with the Claims Section of the Corporation, which will investigate and depending on the circumstances issue a Short Landed or Goods Not Available Certificate as applicable at the rate of RO. 5.000 per certificate. No certificate will be issued for the consignment left in the port for six months from the date of discharge.
- (ii) If the cargo is subsequently traced, consignees will be advised and thereupon they can apply for the clearance of cargo submitting the original Certificates issued.
- (iii) No claim for cargo or refund of charges will be entertained after six months from the final date of receipt.

4. **LOADING**

- (i) Exporters must obtain Export Shipping Notes at a charge of RO. 10.000 each from CDO
- (ii) A duly completed Export Shipping Note with endorsements from Agents and Customs will be presented to the CDO according to the time fixed by the Port management.

5. DHOWS AND LAUNCHES

(i) Clearance of cargo:

- (a) No cargo shall be cleared except on presentation of CCRO's (Dhows and Launches). These can be obtained from CDO, at a charge of RO. 10.000 each.
- (b) Consignees must produce the Customs Declaration to obtain a CCRO.

(ii) Loading of cargo:

- (a) No cargo shall be loaded into Dhows/Launches unless the Exporters obtain the Export Shipping Notes (Dhows and Launches) from CDO, at a charge of RO. 10.000
- (b) The Exporters should submit to CDO the Customs Declaration and List of Goods to be loaded with details as to the number of packages, DWT and M³ of each package.

6. ENTRY PASSES

(i) Permanent Passes:

Permanent passes will be issued at the discretion of the Director General (Operations & Traffic) on receipt of a letter and form, from the Company concerned showing that the applicant has legitimate and frequent business in the Port. These passes shall be issued by Gate Pass Control Section subject to the approval of ROP Coast Guard upon payment of RO. 3.000 which shall be valid for six months and RO. 5.000 which shall be valid for one year.

(ii) Temporary passes for cargo clearance:

Temporary passes for cargo clearance are issued subject to the approval of ROP Coast Guard on production of CCROs/Export Shipping Notes for a period of one to seven days.

(iii) Temporary passes for visitors:

Free Visitor's Entry Passes for a period of one day are issued with the approval of the office of the Director General of Operations & Traffic subject to approval of ROP Coast Guard.
