

Port & Terminal Tariff



Port & Terminal Tariff

- 1. Introduction to Port, Port Operations & Terminal Operations**
- 2. Navigation Dues & Charges**
- 3. Navigation Related Service**
- 4. Container Terminal Stevedoring Charges & Harbour Tonnage Dues**
- 5. Conventional, Liquid, Dry Bulk Cargo, RO-RO Stevedoring Charges & Harbour Tonnage Dues**
- 6. Wharfage & Occupation Charges**
- 7. Other Port & Terminal Service Charges**

What is a Sea Port & Port Business?

Ship Turnaround Time



**Discharging
Loading**

**Local Shipping Agent
Shipping Line
Ship Owner**



Truck Turnaround Time



**Receiving
Delivery**

**Port
Custom
Gate**

Terminal Gate

**Clearing &
Forwarding Agent
Consignee/Importer
Shipper/Exporter**

Port - Harbour (natural or artificial shelter for ships) with all other facilities (Anchoring/Berthing/Mooring/Unmooring/Storage/Value Addition/Services/Receipt/Delivery/Free Zone)

Port Operations = Navigation + Cargo Handling Terminal + Value Add Logistics

What type of Ships & Cargo

All Marine Cargo

Packed
General Cargo

Unpacked
Bulk Cargo

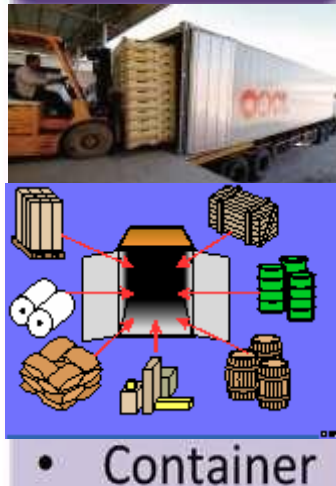
Break Bulk
Cargo

- Bags
- Barrels
- Drums
- Pallets
- Boxes
- Crates

Neo Bulk
Cargo

- Lumber
- Paper
- Steel
- Cars
- Trucks

Unitized
Cargo

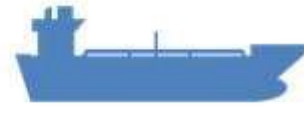


Liquid Bulk

- Petroleum
- Gasolin
- LNG
- Chemicals
- Juice
- Wine

Dry Bulk

- Coal
- Grain
- Iron ore
- Bauxit
- Cement



Port Operations

1. Navigational Operation
2. Cargo Handling Terminal Operation
3. Value Added Logistics Operation - Land based

Cargo Handling Terminal Operations

- Indirect Operation – With Storage in the Port = 1 + 2 + 3 + 4
- Direct Operation – No Storage in the port = 1 + 4

- 1: Ship Operation – Discharging / Loading Operation
- 2: Quay Transfer Operation
- 3: Storage / Stacking Operation
- 4: Receipt & Delivery Gate Operation

Why pay for port services?

- **Type of Port Service?**
- **What Basis?**
- **What Unit?**
- **Who Pay?**
- **Who Receive? (Recipient)**
- **What Currency?**
- **When?**
- **How?**

Difference between PORT DUES & CHARGES?

- **Port Dues** – for Common use of Harbour/Port Facilities, not based on specific services, recovering the cost of the port's conservancy services (dredging of access channels, construction and maintenance of breakwaters and so on), Levied by Port Authority to a vessel for each harbor entry usually on gross tonnage basis (DWT, length or draft) to cover the costs of basic infrastructure and maritime facilities or recovered by Port Authority for cargo movements to cover the costs of basic land side (wharf) infrastructure
- **Eg. Harbour tonnage Dues, Light Dues, Entering Dues, Wharfage**
 - Levied by the Port Authority
 - Payable by the vessel's Owner/Shipping Line/ Local agent
 - Based on Gross Tonnage of vessel and period of port stay.
 - Purpose of call – cargo handling, bunkering or stop over
 - Maintenance of navigational aids and safety within port waters
- **Port Charges** – Specific service – Stevedoring Charge / Storage Charge

PORT DUES FOR PORT SERVICES

Water related!

Vessel Related Dues – Paid by Shipping Line to Ports Authority / Port Operator

- Light Dues – for providing/maintaining all light house in Sri Lanka
- Entering Dues – for providing/maintaining all common facilities

Cargo Related Dues – Paid by Shipping Line to Ports Authority// Port Operator

- HTD – Harbour Tonnage Dues – for Local Import & Export Cargo for using common Harbour facilities & paid by Shipping Lines – to be paid to SLPA

Land / Wharf related!

Cargo Related Dues – Paid by Shipper or Consignee to Ports Authority / Port Operator

Wharfage – Landing Delivery & Shipping for Common use Wharf facilities & paid by Shipper / Consignee – to be paid to SLPA (landside port access, internal roads, traffic controls, street lighting, fire brigade, medical/ambulance, welfare facilities, gates, facilities for other regulators support for port)

Pricing Objectives - Main Guiding Principles

- **Competitive at all times**
- **Level of service**
- **Cost based**
- **Demand based**
- **Operations based**
- **Competition based**
- **Relationship based**
- **TSA Terminal Services Agreement based**
- **Encourage efficient usage of port facilities**
- **Market / General Economy / Public**
- **State Contribution**
- **Cost Leadership**
- **Differentiation**
- **Marketing Tool**

Port & Tariff

Regional
Ports
Competitors
Inter/Intra

Ship Owners
Shipping
Lines
Shipping
Agents
NVOCC

Importers
Consignees
Exporters
Shippers
Clearing &
Forwarding
Agents

Chambers
Associations
Trade
Unions

Dockyards
Ship Repairs
Surveyors
Diving
Salvage
Towage

Railway
Trucking
Barge
Operators

Governments
Ministries
Local
Authorities

Banks
Insurers

Bunker
/Water /Ship
Chandlers/
Garbage/
Sludge
Private
Contractors

Terminal
Operators
Stevedoring
Companies
Wharf
Companies

International
Regulations,
Trade
Agreements

Free Zones
Processing
Zones
Distributers

Value added
Logistic
Service
Providers
MCC/Bonded
/Entrepot

Customs
Immigration
& Emigration
Health
Police
Navy

Environment
alist

Charging Basis (Vessel / Cargo)

- **Navigation** – GT / DWT / LOA + Duration of use (Time)
- **Container**
 - Size: 20' / 40' / 45' (over 40')
 - Status – Transshipment / Local
 - Status – Laden / Empty
 - Special - Dangerous Goods, OOG (O/H,O/W,O/L) Reefer
 - Box price
- **Vehicles**
 - Type : Car // Van // Lorry // Trucks
 - Status : Transshipment // Local
 - Tonnage - Measurement
- **General Cargo / Project Cargo**
 - Tonnage : Weight or measurement whichever is greater
 - Status : Transshipment // Local
- **Wharfage** (Common use of port land)
 - Commodity Type
- **Occupation / Berth Charge**
 - Duration of use / time

- **Gross Tonnage = GRT**

The total of all the enclosed spaces within a ship expressed in tons each of which is equivalent to one hundred cubic feet.

(GT) is a nonlinear measure of a ship's overall internal volume. It's calculated by measuring the ship's volume from keel to funnel, including all enclosed spaces, and applying a mathematical formula.

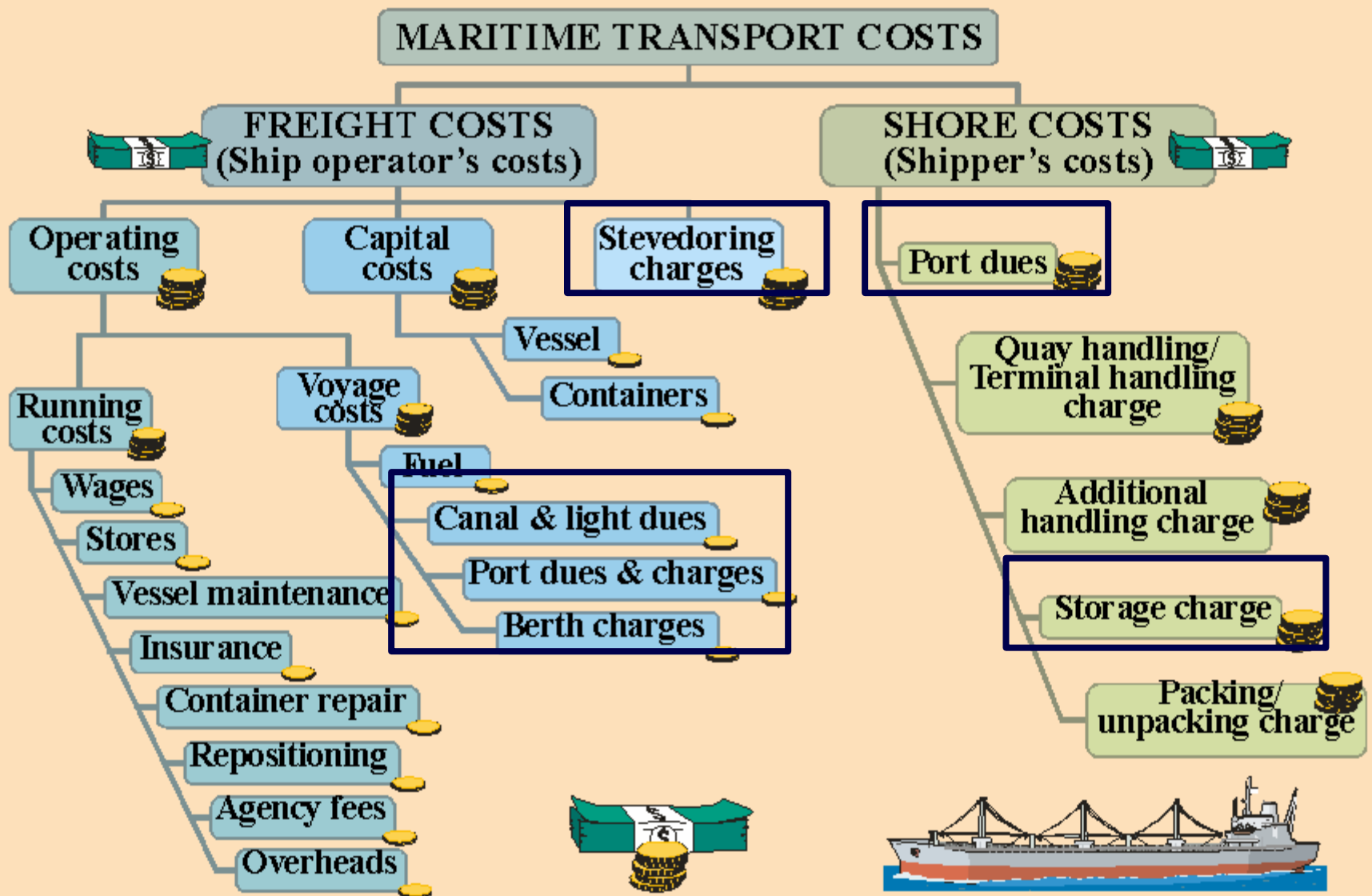
- **Net Tonnage = NRT**

The total of all the enclosed spaces within a ship available for cargo, expressed in tons each of which is equivalent to one hundred cubic feet

- **Deadweight = DWT**

Deadweight tonnage or tons deadweight is a measure of how much weight a ship can carry. It is the sum of the weights of cargo, fuel, fresh water, ballast water, provisions, passengers, and crew.

Maritime Transport Costs



What are the Port/Terminal Dues & Charges

Basis of Charging / Paid by whom

- Navigational Dues & Charges (GT/DWT/Duration/Length of the ship-LOA)
 - Light Dues
 - Entering Dues
 - Pilotage
 - Professional Pilotage
 - Tug Charges
 - Anchorage Charge
 - Dockage (to the respective terminal – Government or Private Terminal)
- Port Authority Related Dues (Tonnage/Container Size/Commodity wise)
 - Water Related - Harbour Tonnage Dues (Local Laden Import/Export Cargo Related Charge to the Ports Authority-based on Tonnage or Container Size)
 - Land Related – Wharfage (Landing Delivery Charges or Shipping)
 - (Local Laden Import/Export Cargo Related Charge to the Ports Authority – based on commodity)
- Terminal Related Charges (Container Size / Status) (Weight or Measurement which ever is greater) (Duration)
 - Stevedoring Charges – Domestic/Transshipment/Re-stow/Transit
 - Storage/Rent/Occupation/Demurrage Charge
 - Electricity
- CFS / Warehouse/Logistics
 - Storage Rent Charge / Stuffing/De-stuffing /MCC/Bonding/Weighing/Bonding/Special

Sri Lanka Ports Authority



The Ports Authority, as a body corporate was constituted under the provisions of the Sri Lanka Ports Authority Act, No 51 of 1979 as amended by Act, No 07 of 1984 and Act, No 35 of 1984, was established on 1st August 1979.

The Ports Authority has been empowered to Develop, Maintain, Operate, and provide Port & Other Services in the Ports of Colombo, Galle, and Trincomalee and any other Port

19, Church Street, Colombo 1, Sri Lanka

[www:slpa.lk](http://www.slpa.lk)

SLPA Act Section 37.1 – Charges for Services

- **37 (1) The charges that may be levied by the Ports Authority for the services provided by the Authority shall be fixed, and may be revised from time to time, by the Authority with the approval of the Minister who shall, before giving his approval, consult the Minister, in charge of the subject of Finance.**
- **37 (3) The Ports Authority may, in the interests of the national economy, by resolution, and with the approval of the Minister, remit the whole or any portion of the charges leviable under this section.**

SLPA Act Section 6

Objects and duties of Ports Authority.

(h) to conduct the business of the Ports Authority in such manner and to make in accordance with this Act such charges for services rendered by the Authority as will secure that the revenue of the Authority is not less than sufficient for meeting the charges which are proper to be made to the revenue of the Authority, to replace assets, make new investments and to establish and maintain an adequate general reserve; and

(i) to Endeavour to manage the specified ports and each of them as a self supporting enterprise in accordance with the provisions of this Act.

Port Tariffs

1. **SLPA Tariff**
2. **HIPG / HIPS Tariff**

Terminal Tariffs

1. **SLPA Tariff**
2. **SAGT Container Terminal Tariff**
3. **CICT Container Terminal Tariff**
4. **HIPG Tariff**



SRI LANKA PORTS AUTHORITY TARIFF - 2022



This booklet contains the Tariff Charges applicable for the year 2022, to all Ports, serviced by Sri Lanka Ports Authority approved, under section 37(1) of the Sri Lanka Ports Authority Act No. 51 of 1979.

Sri Lanka Ports Authority,

No. 19, Chaithya Road,

Colombo 01.

P.O. Box 595

Tel : 0094 -11-2325559

Fax : 0094-11-2451916

E-mail : chairman@slpa.lk



SLPA Tariff

1. NAVIGATION AND RELATED SERVICES

- NAVIGATION DUES
- LICENSING OF HARBOUR CRAFTS, OCCUPATION & OPL CHARGES

2. STEVEDORING AND HARBOUR TONNAGE DUES

- CONTAINER OPERATIONS (Local & Transshipment)
- CONVENTIONAL CARGO OPERATIONS (Local & Transshipment)

3. LANDING & DELIVERY AND SHIPPING

4. GENERAL SERVICES AND FACILITIES

5. HIRING SERVICES

6. GENERAL GUIDE LINES TO THE TARIFF

7. REBATES AND WAIVERS

8. COASTAL SHIPPING

9. JCT Limited – Colombo Oil Bank

NAVIGATION AND RELATED SERVICES

1. Light dues
2. Entering & Over - hour dues
3. Pilotage
4. Professional Pilot fees
5. Tug services
6. Outer anchorage (Vessels awaiting port entry / handling)
7. Outer anchorage for other vessels (Composite charge)
8. Outer anchorage (SPBM & CBM operations)
9. Stream anchorage (Buoy rent in midstream)
10. Dockage
11. Licensing of Harbour Craft, Occupation Charge, OPL Charge
11. Licensing of Harbour Craft, Occupation Charge, OPL Charge

Navigational Charges for a Ship

1. Light Dues @ US\$ 4.00 / 100GRT of a vessel
2. Entering Dues @ US\$ 5.00 / 100GRT of a vessel
3. Pilotage @ US\$ 5.00 / 100GRT of a Vessel
4. Profess. Pilotage @ US\$ 24/- D & US\$ 36/- N vsls up to 30,000 DWT
@ US\$ 32/- D & US\$ 48/- N vsls over 30,000 DWT
5. Tug Service @ US\$ 350/- Day & per tug per hour (minimum of 02tugs)
6. Docakage (Berth) @ US\$ 0.28/ 100GRT / Hour (to the respective terminal)

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Example of Navigational Charges
Evergreen - A Class - Regular Caller to POC
Ever Ace – 23,992 teus
Gross Tonnage (GT) 235,579

1. Light dues	2,356 x \$ 4	= \$ 9,424
2. Entering dues	2,356 x \$ 5	= \$ 11,780
3. Pilotage	2,356 x \$ 5	= \$ 11,780
4. Professional Pilotage	32 x 2	= \$ 64
5. Tug Charges	\$ 700 x 4	= \$ 2,800
6. Dockage	2,356 x 15hrs x \$ 0.28	= \$ <u>9,896</u>
		\$ 45,744
		(\$ 45,744 x 304 = Rs 13.9m)



SRILANKA PORTS AUTHORITY

PAGE 1 / 2

PO. Box: 595

Telephone: { Bill: 24:14733
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INVOICE — No. 19, Claitya Road, Colombo 01, Sri Lanka.

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Section IA	NAVIGATION DUES (Payable by Ship)		Page 01
S/No	Description	Per IOGT or US\$ US\$	
1.00	<p>Uhl OJ!£ (1 p£.r, ot ,02,2011ll</p> <p>Payable by all vessels and floating crafts entering any Port of Sri Lanka (including an open roadstead) (payable once only on a Voyage visiting any number of ports) and new builds when sailing out from any port and vessels / boat discharge as cargo and sailing out. Vessels / travellers registered in Sri Lanka are exempted from this charge.</p>	4.00	
2.00	<p><u>Entering</u> dues & Over - hour dues (w.e.f. 01.02.2018)</p> <p>For all vessels calling within Port Limits including vessels calling at S.P.B.Ms and C.B.M.s other than the Sri Lanka Navy Vessels</p> <p>2.01 Entering dues</p> <p>2.02 Over - hour dues (Payable in addition to entering dues)</p> <p>2.02.01 Stayover 72 hrs to 168 hrs</p> <p>1. (a) Stayover 168 hrs to 288 hrs</p> <p>2. Stayover 288 hrs</p>	<p>5.00</p> <p>2.50</p> <p>5.00</p> <p>8.00</p>	
3.00	<p>Pilotage (w.e.f. 01.02.2018)</p> <p>(Payable on each arrival)</p> <p>(Sri Lanka Navy vessels are exempted from Pilotage)</p> <p>3.01 Pilotage (in and out)</p> <p>3.02 Pilotage for unmooring & mooring (internal movements)</p> <p>3.03 Pilotage cancellation or detention charge</p> <p>Order for Pilot when cancelled by the Master after the Pilot boards the vessel or the Pilot is kept on board for over 30 minutes without commencing the movement due to any reason by the vessel.</p>	<p>5.00</p> <p>2.50</p> <p>2.50</p>	

S/No	Description	Per movement	
		(US \$)	
		Day	Night
4.00	Professional Pilot Fees (Sri Lanka Navies will be exempted from Professional Pilot Fees when services are rendered at the instance of Ports Authority)		
4.01	Vessels up to 30,000 DWT	24.00	36.00
4.02	Vessels above 30,000 DWT	32.00	48.00
4.03	Vessels working alongside quay	8.00	12.00
4.04	For towing dead vessels or not under command (NUC) - The fee will be increased by 100%		
4.05	Vessels contravening IMO regulations on Pilot transfer arrangements and/or where the freeboard of vessel is 0.9 Meters the fee will be increased by 300%		
4.06	For defective vessels - the fee will be increased by 50%		
4.07	Cancellation fee when order for Pilot is cancelled by the master after the Pilot boards the vessel or Pilot is kept on board for 30 minutes without commencing the movement due to any reason by the vessel	24.00	36.00
		Per boarding	

5.00	Tug Services (Tariff item 5.01.01, 5.01.02, 5.01.03) w.e.f 01.04.2022	Per Tug (US\$)	
		Day	Night
5.01.01	Unmooring / Mooring or standby within the harbour vessels less than 10,000 GT (first hour or part thereof)	350.00	450.00
5.01.02	Unmooring / Mooring or standby within the harbour vessels More than 10,000 GT & Less than 30,000 GT (first hour or part thereof)	500.00	600.00
5.01.03	Unmooring / Mooring or standby within the harbour vessels More than 30,000 GT (first hour or part thereof)	700.00	800.00
5.02	Attending vessel not under command within the harbour (per hour or part thereof)	1400.00	2800.00
5.03	Attending vessel not under command outside the harbour (per hour or part thereof)	1800.00	3600.00
5.04	For other services within the harbour (per hour or part thereof)	600.00	600.00
5.05	For other services outside the harbour (per hour or part thereof)	1200.00	1200.00

Note : 1. If the movement takes more than 1 hour, additional 50% to be charged for each 1/2 an hour for the Tariff item 5.01.01, 5.01.02, 5.01.03

2. Following basis shall be used to calculate duration of tug service.

For Port Entry : Tug Movement to commence when vessel passing Break Water and to complete when all lines made fast at berth.

For Departure : Tug Movement to commence when all lines are cast off from berth to vessel passing Break Water.

For Vessel Shifting within the port: Tug movement to commence when all lines are cast off from berth to

when all lines made fast at berth

S/No	Description	Per 100GT or part thereof US \$
6.00	<p><u>Outer Anchorage for vessels awaiting port entry / handling</u> Payable by all vessels and floating craft anchored outside harbour</p> <p>1. 1st day to 4th day (only on arrival)</p> <p>2. From 5th day (per 100 GT or part thereof per day or part thereof) outer</p>	Free 0.70
7.00	<p><u>Anchorage for other vessels (Composite charges)</u> Per 100 GT or part thereof per 24 hrs or part thereof) Composite charges for anchorage outside harbour for bunkering, ship's stores, repairs, survey, instructions, crew change, discharging sick members or other purposes</p>	2.20
8.00	<p><u>Outer Anchorage (SPBM & CBM operations)</u> Light dues, Entering dues and Over hour dues if applicable, shall be payable</p>	
9.00	<p><u>Stream Anchorage (Buoy Rent in midstream)</u> Per 100 GT or part thereof per day or part thereof) Excluding harbour craft paying annual occupational charges) Vessels and floating crafts in harbour whether at Buoy or on their own anchor shall pay anchorage</p>	0.70
10.00	<p><u>Dockside (w.e.f 01.04.2022)</u></p> <p>10.01.A Cargo handling vessels-Per 100 GRT or part thereof ,per hour or part thereof</p> <p>10.01.B For vessel using the berth for any other purposes including passenger vessels per 100 GRT or part of ,per hour or part thereof</p>	0.28 0.40
	<p>10.01.C Any disabled vessel using berths for repairs or salvage operations-Per 100 GRT or part thereof per hour or part thereof</p>	0.60

SfNo	Description	Per IOGT or part thereof Per hour or part thereof (US\$)
1000	<p>10.02 Vessels failing to vacate a berth as stated below shall be levied a surcharge on Dockage (W.c.f 01.01.2013)</p> <p>Unless otherwise permitted by the Harbour Master and Director(Operations), in advance of the arrival of such vessel or 08 (eight) hours prior to completions of Cargo Operations of the case of vessels calling for Cargo Operations or the stipulated time the Day's Vessel Movement Schedule issued by the SLPA Main Control Room. in the case of vessels calling for services Cargo Operations.</p>	500
	<p>i. Gearless container Vessels at SLPA operated Berths:</p>	<p>Within half (1/2) full hour of completion of cargo operations</p>
	<p>ii. Geared Container vessels at SLPA operated Berths</p>	<p>Within half (1/2) full hour of completion of cargo operations</p>
	<p>iii. Geared container vessels at berths other than SLPA operated Berths:</p>	<p>Within one (1) hour of completion of cargo operations</p>
	<p>iv. Vessels calling for any purpose other than for Cargo operations :</p>	<p>Within half (1/2) an hour of completion of operation or at time requested to vacate berth by Harbour Master.</p>
	<p>v. Conventional vessels calling for cargo operation : (other than in container berths)</p>	<p>Within two (02) hour of completion of cargo operation</p>

S/No	Description	Per Calendar Year	
		License fee (Irrespective of tonnage) (US\$)	Occupation Charge at Buoy or Stream (Per 10 GT or Part thereof) (US\$)
11.00			
	Licnsini: Harbour Crafts ,Occupation & OPL charges	100.00 For all ports	8.00 per month
1102	All types of mechanically propelled crafts used as work boats or to carry passengers, pleasure crafts or yachts registered wider Merchant shipping Act No 52/1971 (w.e.f. 01.01.2019)		
1103	Any craft other than described in 11.02	10000	12.00 Per month
1104	Pleasure craft (Yacht)	Per 30 days or part thereof (US\$) 100.00	
1104.01	Valid for all ports of Sri Lanka and payable on arrival at stream		
1104.02	If an alongside berth is occupied dockage will be applied in addition to 1104.01 above		Per hour or part thereof per 100 OT or part thereof (US\$) 0.30
1105	Licensing of Surveyors, Measurers and Weighers A fee shall be payable annually by the applicant for every license issued in respect of each specified port. Where the applicant is a company, firm or partnership the fee shall be	20000	

(Not applicable to ocean going vessels except 11.08)

S/No	Description	Per Calendar Year
		License rec (US\$)
1100	1106 Licensing of Ship Repairers The annual license fee for each class of ship repair at each specified port that the holder of the license referred to shall be as follows :	
	Il 106.01 Scrapping, chipping, cleaning etc.	200.00
	Il 106.02 Minor repairs	25000
	Il 106.03 Cleaning of vessel by diving under water	250.00
	Il 106.04 Major repairs	500.00
	Il 106.05 License fee for tank/boiler cleaning, sludge and / garbage/ grey water removal	20000
	11.07 Licensing of Ship Chandlers An annual license fee shall be payable by the applicant for every license at each specific port.	25000
	11.08 Off Port Limit (O.P.L.) Charges (w.e.f 10/11/2014) (Applicable for all vessels including ocean going vessels)	200.00 per trip
	11.09 OIT port limit outer anchorage charges - payable by vessel (w.e.f 01/04/2017)	
	11.0901 Galle port (composite charges)	Free
	11.0902 Colombo port composite charges	
	a. 01 to 12 hours	Free
	b. 12 hours onward - per IOOGT or part thereof per 24 hours or part thereof (AS per Tariff Item 07)	220

Ship
Operations

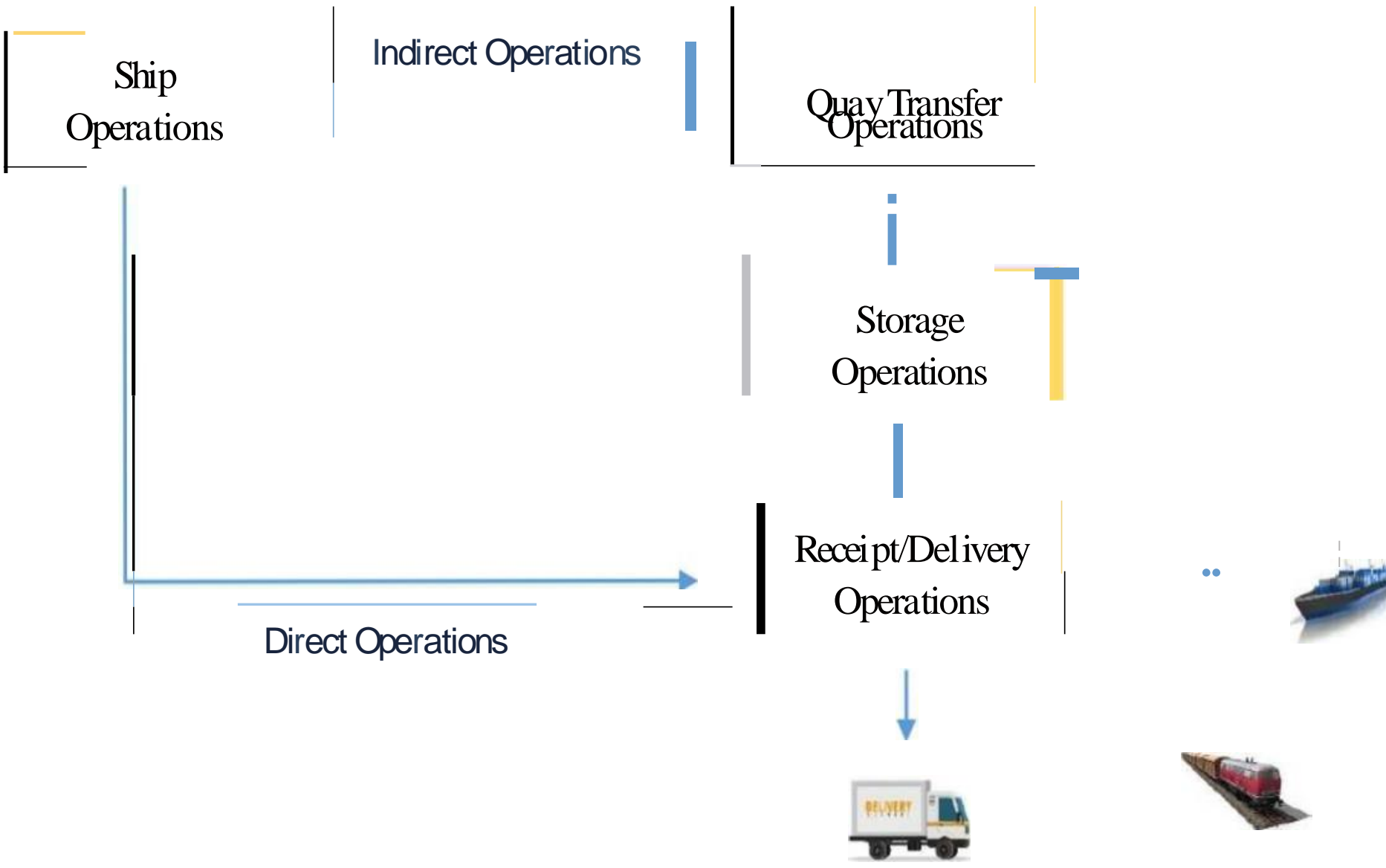
Indirect Operations

Quay Transfer
Operations

Storage
Operations

Receipt/Delivery
Operations

Direct Operations



Port Operations

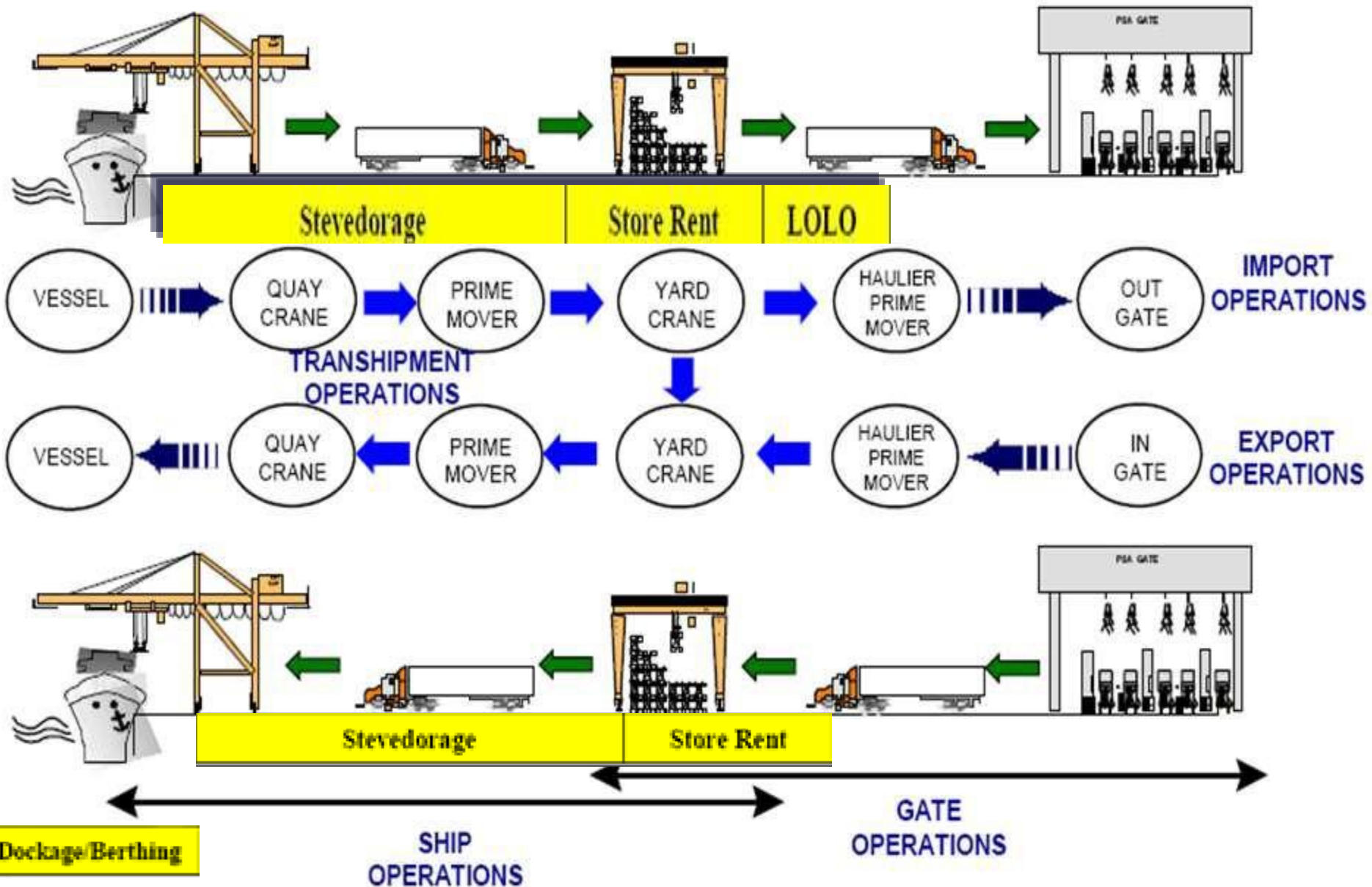
1. Navigational Operation
2. Cargo Handling Terminal Operation
3. Value Added Logistics Operation - Land based

Cargo Handling Terminal Operations

- Indirect Operation – With Storage in the Port = 1 + 2 + 3 + 4
- Direct Operation – No Storage in the port = 1 + 4

- 1: Ship Operation = Discharging / Loading Operation
- 2: Quay Transfer Operation
- 3: Storage / Stacking Operation
- 4: Receipt & Delivery Gate Operation

Overview of Container Terminal Operations



Charges Paid by Shipping Lines / Agents as Stevedoring Charges

Composite stevedorage

Discharging / Loading containers (Inclusive of basic stevedoring, mounting / de-mounting & indirect charges *)

(* Indirect charges = handling of hatch covers // Tally // Plan // ship planning / security / lashing-unlashing / seal & damage checking / Quay Transfer / Sorting Charges to give access to containers)



Container Operations -Stevedoring Charges

Composite stevedorage

Discharging / Loading containers (Inclusive of basic stevedoring, mounting / de-mounting & indirect charges *)

*** Indirect charges**

- Handling of hatch covers
- Tally
- Plan
- Ship planning
- Security
- Lashing-unlashing
- Seal & damage checking
- Quay Transfer
- Sorting Charges to give access to containers

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S/No	Description	Applicable to All ports		
		Rate per Container (US\$)		
		20'	40'	Over 40'
	DOMESTIC			
12.00	Composite stevedorage payable on Domestic containers discharged / loaded (Irrespective of mode) <u>Discharging / Loading containers (Inclusive of basic stevedoring, Mounting / De-mounting & indirect charges)</u>			
	12.01 Laden by S.L.P.A. gantry crane	140.00	212.00	263.00
	12.02 Emotv by S.L.P.A. 1rnnlrV (w.e.f 10/11/2014) crane	100.00	155.00	223.20
13.00	<u>Discharging / Loading OOG's containers (Inclusive of basic stevedoring, Mounting / De-mounting & indirect charges)</u>	100.00	151.00	187.00
	12.04 Empty by ship's gear & indirect charges	79.95	121.20	150.70
	Note : please see note 28. 16 when OOG handling is more than 30 minutes (w.e.f. 01.01.2019)			
	11 Laden by S.L.P.A. gantry crane	229.00	338.00	421.00
	2.Empty by S.L.P.A. gantry crane(Applicable to damage/cannot operate with spreader/ using SLPA wires in"	201.85	299.70	373.20
	13.03 Laden by ship's gear	157.00	231.00	288.00
	13.04 Empty by ship's gear	134.20	198.25	246.35
14.00	<u>Discharging / Loading ship's spreaders</u>	86.00	128.00	128.00
15.00	<u>Harbour Tonnage Dues (Payable by ship in addition to stevedorage)</u>			
	15.01 Import/Export on laden containers discharged/loaded (Other than Transshipment containers)	10.00	20.00	22.00
	15.02 Containers loaded / discharged on / from Coastal Vessels (Subject to item (XVI) of Section VI on page 29)	5.00	10.00	11.00
16.00	<u>Movement of containers from / to / Laden</u>			
	16.01 Moved from ship to marshalling yard or vice versa or from point to point in the same mill	27.00	41.00	51.00
	16.02 Shifting from one unit to another unit	34.00	51.00	63.00

S/NO	Description	Applicable to all ports		
		Rate per Container US\$		
		20'	40'	Over 40'
1900	Shut-out charges on containers irrespective of status. (Either planned or registered boui note)	25.00	25.00	25.00
20.00	Other container services			
0.01	SortinP of containers at marshalling vard			
20.01.01	Laden containers	25.00	38.00	47.00
20.01.02	Empty containers	10.00	15.00	18.00
0.02	Washin! and drvin 11. containers	19.00	28.00	28.00
0.03	Hire of empty containers rner day or part thereof)	5.00	10.00	10.00
20.04	Transnort of soreaders			
20.04.01	Within the same unit	26.00	39.00	39.00
20.04.02	Front one unit to another unit	62.00	93.00	93.00
20.05	Change of status of all containers (Local empty container to transshipment empty container not penniued) (w.e.f 10/11/2014)	25.00	25.00	25.00
	Note: No refund of Stevedoring Charges alier change of status. But, any resullng undercharge will be recovered. An additional charge to be recovered on movements (Mounting Demounting , poi 11 to point shifting). Storage to be recovered for the whole period inspectivc of free days.			
0.06	Incorrect deklamtion of the on-carrier or change of destination or amendment (w.c.f 10/11/2014)			
20.06.01	If it is required to change the second carrier of a transshipment container after the berthing of the first carrire(w.e.f 01.04.2022)	45.00	70.00	70.00
0.06.02	Chan!e of declared container destination (1'00) (w.e.f 01.04.2022)	35.00	60.00	60.00
20.07	Change of information relating m container (other than POD, COC status changes) (w.e.f 01.04.2022)	5.00	5.00	5.00
0.08	Container inspection at the CICT/SAOT/JCT yard (open door only) on request (w.e.f 01.04.2022)	75.00	114.00	123.00
0.09	If US-CS Insoection/USMee. noort insoection is....., uired (w.c.f 01.04.2022)	115.00	140.00	160.00
20.10	Flat Rack Bunding Char!es, Per Unit (w.e.f 01.04.2022)			
20.10.01	Bunding of 2FR uiiits	13300	147.00	

SINO	Description	All applicable to 1111 10ts		
		Role per Container (USS)		
		211'	40'	Over 411'
0.11	Administration of sales as requested	1000	10.00	10.00
	(Seal to be provided by line) (Excluding other charges) (w.e.f 01.04.2022)			
	Administration of stickers on containers	150	15.00	15.00
	(Sticker to be supplied by line) (Excluding other charges) (w.e.f 01.04.2022)	<1		
21.00	21.01.01 Electricity supply to reefer containers	2.00	3.00	3.00
	(subject to periodical revisions - per hour or part thereof)			
	1.01.02 Service charges for reefer P.T.I	7500	11500	13000
	(All in role including 1 hour power supply)			
22.00	Storage on Quay / Still / In Quay / Ext) Or 001 Hul 11trs			
	Note: When Export containers are brought for loading and taken back without loading, the storage charges to be recovered irrespective of free period as yard space has been occupied			
	2.01 An empty Domestic Import container will be rent free for 7 (0) clear days from the day following the date of discharge or receipt. If not removed within the stipulated time, rent will accrue from the day following the date of discharge or receipt (w.e.f 10/11/2014)			
	Note please see note 28.17			
	201.01 Empty containers to be stored in yard for 31 days or more do not incur charges (w.e.f 01.04.2022)	700	1400	1800
201.02 Empty containers from 32 days onwards (w.e.f 01.04.2022)	210	4200	5200	
202	1. All empty containers are allowed 7 (07) clear days free of rent and will accrue from the 1st day of receipt			
202.01 Laden Export containers 1st day to 14th day (w.e.f 01.04.2022)	700	1400	1800	

SINO	Description	Applicable to all ports		
		Rate per		liner (US\$)
		20'	40'	
23.00	TRANSHIPMENT (Domestic Stevedoring Payable on Transshipment / Re-stow containers Inclusive of basic stevedoring & indirect charges) (Extra movements are charged separately)			
3.01	23.01.01 Discharging or Loading (w.e.f. 1/4/2022)	46.50	71.00	80.00
	23.01.02 Discharging or Loading of Out Of Gauge (OOG) containers (w.e.f. 01/04/2022) Note : Please see note 28J 6 when OOG handling is more than 30 minutes (w.e.f. 1.1.2019)	92.00	136.00	168.00
3.02	23.02.01 Re-stow (Discharging + Loading) Two way (w.e.f. 1/4/2022)	93.00	142.00	160.00
	23.02.02 Re-stow (Cell to Cell within vessel) One way (w.e.f. 1/4/2022)	46.50	71.00	80.00
	23.02.03 Re-stow of Out Of Gauge (OOG) containers (Disch + Load) Two way (w.e.f. 01/04/2022)	184.00	272.00	336.00
	23.02.04 Re-stow OOG Cell to Cell within vessel One way (w.e.f. 1/4/2022)	92.00	136.00	168.00
	Note : Please see note 28.16 when OOG handling is more than 30 minutes (w.e.f. 1.1.2019)	25.00	25.00	25.00
23.03	If shut-out (Either planned or registered boat note)			
24.00	Storage on Transshipment containers w.e.f. 01/04/2022			
4.01	14 days "FREE STORAGE" will be given for empty or laden containers. If not transhipped within the free period the storage rental will be from the 15th day			
4.02	Empty 24.02.01 From 15 th day to 30 th day - per day	300	6.00	800
	24.02.02 From 31 st day to 45 th day - per day	7.00	14.00	18.00
	24.02.03 From 46 th day onwards - per day	21.00	42.00	52.00
4.03	Laden 24.03.01 From 15 th day to 30 th day - per day	7.00	14.00	18.00
	24.03.02 From 31 st day to 45 th day - per day	14.00	28.00	36.00
	24.03.03 From 46 th day onwards - per day	21.00	42.00	54.00
25.00	Transshipment Special Operations			
5.01.01	Transshipment break bulk cargo re-shipped in container or vice-versa (One Way) (w.e.f. 10/1/2014)	81.00	168.00	210.00

SINO	Description	Applicable to all ports		
		Rate per Container (U.S.)		
		20'	40'	Over 40'
5.02	Transferment container discharged, de-stuffed and T.15 cargo re-shipped in container (Two Way) Applicable only for SLPA operated terminals. Note: In addition to the above charges, terminal's shipment discharging & loading stevedoring charges will be recovered.	148.00	308.10	410.00
6.00	Multi Country Validation container operations when handled within port of Colombo including Storage			
6.01	Discharging and delivery of ICC containers			
2601.01	Transshipment cargo only (w.e.f 01.04.2022)	46.50	71.00	\$000
2601.02	Transshipment cargo + Local cargo including de-stuffing Local + "Tiscm!O into warehouse"	150.00	232.01	285.00
6.02	Receiving & Loading of MCC containers			
2602.01	Transshipment cargo only (w.e.f 01.04.2022)	46.50	71.00	\$000
2602.02	Transshipment cargo + local cargo	150.00	232.00	285.00
6.03	Occupation (Storage Rent) charges			
2603.01	Duties As per Tariff item #1 & 24.3			
2603.02	Receiving As per Tariff item 22.2			
7.00	Multi Country Validation container operations when handled in port			

SINO	Description
28.00	7.05 Notes :A 7.05licable for Tariff No. 26.00 & 27.00
	a. Limit to 8 CBM for 20' and 16 CBM for 40' and charge US\$ 6.00 per CBM for additional Local volume. 100% penalty for wrong Declaration(Applicable for Tariff No 26.0102)
	b. All application for MCC operation should be made to Chief Manager (Logistic) , by "Registered MCC operator".
	c. Local export cargo for MCC could be brought in break bulk form or in containers with the normal declaration to Customs / SLPA Wrong declaration will be imposed with 100% penalty
	j. MCC containers discharge /de-stuffed and when empty containers are removed or reshipped no additional charges to be recovered other than the charges already recovered at MCC rates
	e. When empty containers are brought in for stuffing under MCC (with prior declaration) no additional charges to be recovered, other than the MCC rates specified above.
	f. Normal rent applicable for TIS containers would be applicable for MCC containers laden /empty. Empty container after Destuffing of MCC cargo should be reshipped within 21 days. If not, normal TIS empty container rent will be charged on such container. If empty container is to be removed out after de-stuffing of MCC cargo such container should be removed within 5 clear days after De-stuffing. If such containers are removed after 5 clear days normal Local Empty rent will be charged on such containers
	General conditions etc for container handling!
28.01	The agents should declare to the Finance Division within 3 working days of completion of operations, the number of containers loaded and discharged quoting the container numbers, size etc.
28.02	Un-manifested containers and /or containers with wrong numbers will not be handled by the SLPA until duly corrected/manifested with the authority from Director General of Customs and normal charges will accrue up to the time

SINO	Description			
28.00	28.05 Detentions Any delay over 15 minutes caused to the operations due to the fault on the part of the ship, ship's owners or agents or consignees will be charged at US\$ 35.00 per hour or part thereof			
	6. It is an express condition for the receipt and handling of containers at this port that the Authority shall in no way to any extent be liable or responsible for any injury, loss or damage of whatever kind and whatsoever caused to any person or property including (but without prejudice to the generality of the foregoing) the containers themselves and the contents thereof, container chassis, tractor units and other equipment used in connection herewith and the operations of the above condition may not be waived or modified			
	7. The Authority reserves the right for its Chief Operations Manager or other duly authorized officer to require vessels to use the port container crane / cranes as well as other equipment provided by the Authority instead of private equipment at the discretion of the port			
	8. The Authority reserves the right to refuse to handle unsafe containers			
	18.09 Containers which do not meet with the requirements of the Authority will be handled subject to practicability and additional charges			
	28.10 Any type of heavy cargo handled by gantry crane shall be charged under the Tariff item 29/30/39			
	28.11 Lash - Barges carrying containers will be treated as container vessels for the purpose of Stevedoring charges			
	28.12 Advance payments on Stevedorage should be made based on SLPA Gantry Crane rates for all containers			
	28.13 Indirect Charges I. Handling of hatch covers II. Tally services III. Plan clerks IV. Ship planning services by executives at terminals V. Provision of security guards			
	28.14 ITT Charges(w.e.f.01.04.2022)	20'	40'	Over 40
	28.14.01 ITT surcharge for transferring containers from SLPA managed Terminal (Ex.Discharge) to a Secondary terminal as nominated.	10.00	20.00	20.00
	28.14.02 ITT charge for returning containers from SLPA managed Terminal to the primary Terminal (Second transfer on carrier request)	20.00	40.00	40.00
	28.14.03 ITT charge for transferring containers from SLPA managed Terminal to the Secondary Terminal which are originally nominated to SLPA managed Terminal (Load) and subsequently re-nominated to a secondary terminal	20.00	40.00	40.00
	18.15 Transshipment storage charges Transshipment storage will be recovered by loading terminal			

No	Description
28	8.16 When handling OOG containers, required available gears are supplied by SLPA, depending on the type of cargo/ nature of cargo. if the handling time exceeds 30 minutes, then the applicable charges would be doubled. (w.c.r. 1.1.2019)
	8.17 The resultant empty containers after desuffling will be rent free for three (3) clear days from the day following the date of destuffing. If not removed within the stipulated time, rent will accrue from the day following the date of destuffing. (w.e.f. 1.1.2019)
	8.18 "De-stuffing/stuffing (rework operation) when carried out in other privately operated terminals/companies within port premises tariff code 18.02 will apply" (A note will be added to 18.02 to refer 28.18)

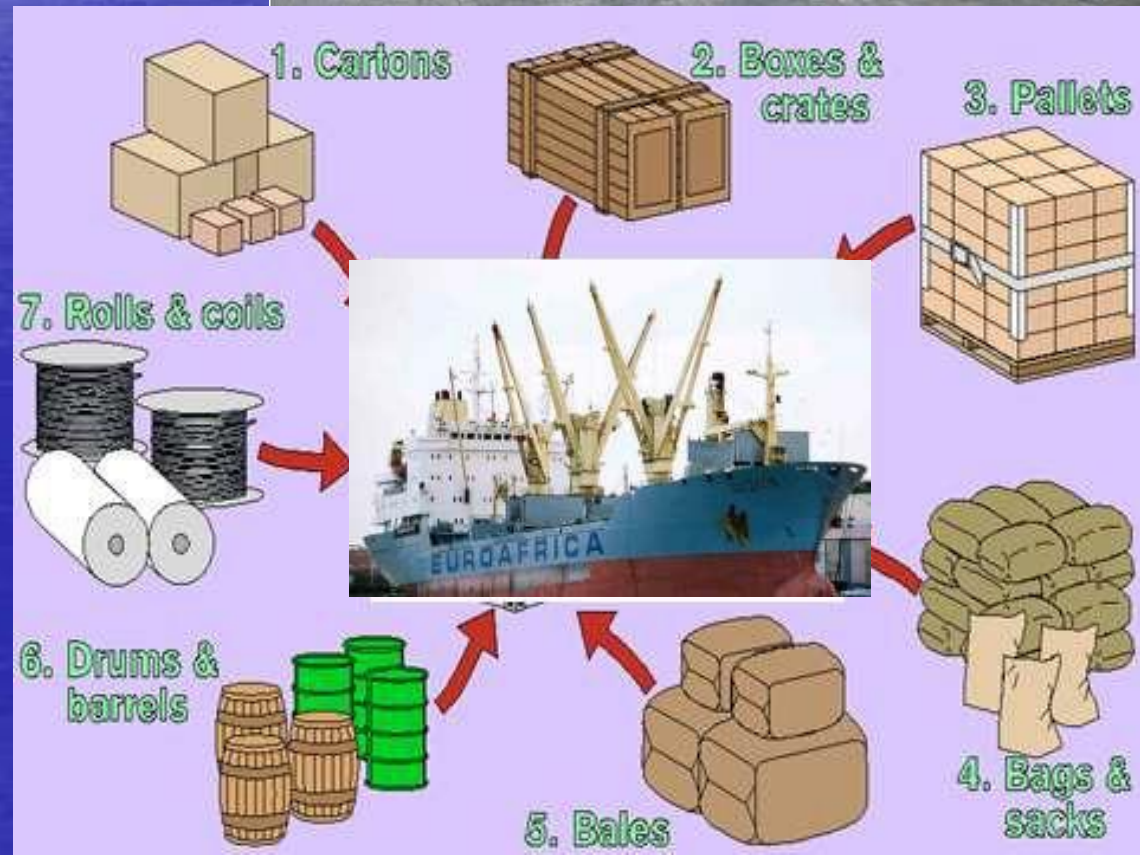
Sec. II 0	CONVENTIONAL CARGO OPERATIONS (Payable by Ship / Cargo Operator)	Rate per Tonne (US\$)		
		CMB	Galle	L'rinco
29.00	Domestic stevedorage payable on Local conventional cargo discharged or loaded Discharge & General cargo			
	9.01 Non-irritant	4.00	3.10	3.10
	29.01.01 Unitized / Palletized cargo	3.50	.	.
	9.02 Irritant	5.70	4.40	4.40
	29.02.01 Unitized / Palletized Cargo (At Point Pedro handling at midstream US\$ 3.25 per Mft and at alongside the berth US\$ 4.40 per Mft)	5.20	.	.
	9.03 Discharging & loading vessels to and from KKS on coastal service • Tariff rates will be doubled			
	9.04 Stream Operations (Handling barges / crafts to and from vessel) & / ship to ship transfers of Bulk/Break Bulk/Liquid Bulk Cargo or Loading or Discharging of Heavy lift cargo by submersible vessels / Dry Tow at Anchorages at SLPA 001s.	1.00	1.00	1.00
	9.05 STS operation / S. Same above operation as indicated above 29.04 when handled at SLPA Benhs. (w.e.f. 01.01.2019) Note:- Applicable conditions for Tariff no 2904 and 2905 at Page No - 40	3.00	2.00	2.00
30.00	Cool room, dangerous and dirty cargo	8.60	6.65	6.65

Liquid Bulk / Dry Bulk / Ro-Ro / Break Bulk / General Cargo / Conventional Terminal Operation Tariff



Types of packaging for break bulk cargo

- **Cartons**
- **Boxes & Crates**
- **Pallets**
- **Bags & Sacks**
- **Bales**
- **Drums & Barrels**
- **Rolls & Coils**
- **Steel**
- **Logs**
- **Timber**
- **Paper reels**
- **Steel Coils**
- **Project Cargo**
- **Vehicles**
- **General Cargo**
- **Heavy Lifts**
- **Out of Gauge Cargo**



S/NO	Description	Rate per Tonne (US\$)		
		CMB	Galle	Trinco
31.00	31.01 Dry bulk cargo (Manual handling) - Irritant / Non Irritant	5.00	5.00	5.00
	31.02 Bulk liquid (except bulk gas) cargo from / to bowsers		1.30	1.30
	Over 1000 Tons per day	1.70		
	Up to 999 Tons per day	2.00		
	31.02.01 Bulk Gas From / to browser	2.00	2.00	2.00
	31.03 Totally mechanized handling of bulk cargo only			
	31.03.01 Daily average output			
	6000 MT & above (w.e.f. 01.01.2019)	1.50	1.50	1.50
	5000 MT to 5999 MT	2.00	2.00	2.00
	4000 MT to 4999 MT	2.50	2.50	2.50
	3000 MT to 3999 MT	2.80	2.80	2.80
	2000 MT to 2999 MT	3.00	3.00	3.00
	1000 MT to 1999 MT	3.50	3.50	3.50
	Below 1000 MT	5.00	5.00	5.00
	31.03.02 Handling of Cement in Bngs	5.70	5.70	5.70
Note :If any manpower is used in the process of handling either on board or ashore, such operations are not treated as fully or partly mechanized operations. (w.e.f. 01.01.2019)				
31.04 Liquid bulk (Petroleum product)				
31.04.01 Handling at Tanker Berth (through pipe lines)	0.35	0.35	0.35	

SINO	Description	Rate per Tonne (US\$)		
		CMB	Galle	Trinco
32.00	Motor vehicles	4.00	3.10	3.10
33.00	Animals etc.			
	33.01 Live stock (Cattle & smaller species) Each	1.00	1.00	1.00
	33.02 Large /wild types Each	35.00	35.00	35.00
34.00	Shifting of cargo	All ports (Rate in US\$)		
	34.01 Cargo shifted and re-stowed in the same hatch	Relevant stevedoring rate		
	34.02 Outside the discharging hatch	Twice relevant stevedoring rate		
35.00	Mail handling	Per Tonne		
	Mail bags handled will be charged on the basis of general cargo treating 20 bags as forming (1) Tonne.	4.00		
36.00	Detentions & Cancellation of booked time	Per hour or part thereof		
	36.01 Detentions (Loading time)	Per normal gang	Per shift gang	
	36.0101 Anticipation of min	10.45	20.85	
	36.0102 Vessels worked with private Labour	10.45		
	36.0103 Other detentions	35.00		
	36.02 Cancellation of booked gangs	Per Gang		
	36.02.01 Stevedoring gangs normal days	92		
	36.02.02 Stevedoring gangs • Sunday & Holidays	104		
		Per Tonne		
37.00	Shut-out charges if ship / agent is liable	5.00		
38.00	Harbour Tonnage Dues			
	38.01 All cargo loaded or discharged	0.50		
	38.02 All cargo loaded or discharged from coastal vessels Subject to item (XVI) of Section VT on page 29)	0.25		
39.00	Composite Transshipment and re-shifting in cargo	Discharging	Loading	
	39.01 Transshipment break bulk cargo irrespective of mode of operations	5.00	5.00	
	39.02 Transshipment motor vehicles			
	39.02.01 Dis/Load per mtn (operating time up to 30 mins)	2.00	2.00	
	39.02.02 Dis/Load per tonne (operating time beyond 30 mins)(w.e.f.01.01.2019)	4.00	4.00	

SINO	Description	All Ports (Rate per Tonne USS)
39.04	Storage on Transshinment conventional cargo	
	1. 21 days "FREE STORAGE" will be given for T/S, conventional cargo if 101 transshipped within the free period. The same rule would be from the first day	Free
	2. From 1st day 10th date of Transshipping (Per day, Per Tonne/CBM or part 1000j)	1.50
39.05	Storage rent will be applicable irrespective of cargo, being stored in land or waicr (w.c.f.01.0 12019)	
	<p><u>Notes on Conventional Cargo Vessels (at SLPA Operated Ports)</u></p> <p>01. Gear - less ships or ships with 101 operational cargo gear will 101 be pennined 01 the port of Colombo (CMB) with the exception of Country Crafts.</p> <p>02. Ships that are unable to self sustain entirely will be subjected to a surcharge of 20% on stevedoring on the tonnage in the particular Hold. (w.e.t:01.0 1.2004)</p> <p>03. When controlling holds / long hatches of conventional cargo ships could not be worked with two of ship's own books due to defective ship's gear/ stowage factor, a 20% surcharge will be recovered on the total quantity of cargo in the particular hold / hatch</p> <p>04. If SLPA decides after inspection by the Harbour Master that working on a particular ship is unsafe due to presence of oil and / or any such material on deck or on crane / denick pedestals. visibility problems and other disabilities it will not be handled</p> <p>05. "Unilized/Pallclized " cargo should comprise of more than a single item & each unit / pallet (a bundle) Should be 2 MT or more. (effective 11.10.04)</p> <p>06. If Agent brings more than 3000 Transshipment Vehicles per month. stevedoring will levied at USS 1 per CBM and free storage will limited to 14 days only. (w.e.f. 05-05-2008)</p> <p>07. When private labour is supplied by SLPA for conventional cargo operations, additional cost of USO 030 per Tonne/CBM will be charged</p> <p>08. If ship supplies that are handled at ones are more than SOCBM/50Tons relevant stevedoring charges will be applicable. (w.e.f. 01.01.00)</p>	

Section 0 .1

WHARFAGE ANO SllJPNG

Item No

Description

Page

40

Basic /Piimary Food Pnlduct (Dry) and Agiicultural Pn>duct (Natural)

J 4A

41

Dangenlus cargo, Reefer & Liquor (Special Cargo)

1 4A

42

Crude Oil I Petroleuml Products

J 4A

43

All other Clll'go (Not listed above)

1 4A

44

Shut-Out Chiues for Exoorts

1 4A

45

Basis for Levy of Charges

1 4B

46

Occupation Charges (Impoll,Export,OC Cargo & hnport Vehicles)

ISA-ISB

47

Extra Container Handling

1 6

48

Cr;ine Charges

1 6

49

Cargo Shifted /Open /Re-Packing Charges for Custom Examination

1 6

50

Bonding and Entrcpot Chal cs

1.6

Charges Paid by Importer

- Wharfage (Landing & Delivery Charge) (Compulsory)
- Storage rent (Ground Rent/Occupation Charge/Demuurage)
(If exceed rent free period)

Additional Charges /Extra Handling Charges (If required)

- Heavy Lift Charges (If packages are over 10mt)
- Extra Handling Charges (If required)
- Movement of laden containers
- Mounting or De-mounting laden containers
- Stuffing & De-stuffing containers
- Examination / Weighing ect

Charges Paid by Exporter

- Wharfage (Shipping Charges) (Compulsory)

S/NO	Description	IMPORTS & EXPORTS (US\$)				
		Direct Delivery / Shipping (8/Bulk - LCL)	Ware House / Yard (8/Bulk & LCL)	Per FCL Container		
				US\$ per tonne	US\$ per Dmne	20'
All Inclusive		All Inclusive				
40.00	Foodstuffs in bulk (dried fruits, rice, etc.) 4001 Tea, Rubber, Coconut Products, Ferrous, & Animal Feed, Fish meal including Fish & Products.	0.60	0.94	16.00	32.00	38.00
41.00	Dangerous cargo & Liquor (Special Cargo) Groups I, I(a), & II (Listed in the Schedule of Dangerous Cargo Booklet of SLPA)	2.00	2.35	58.00	116.00	144.00
42.00	Crude Oil / Petroleum Products (Through Pipeline)					
	42.01 Liquid Cargo including Crude Oil through pipeline (Import)	0.22				
	42.02 Liquid Cargo including Crude Oil through pipeline (Export)	0.23				
	42.03 Petroleum Products Discharging in any Berth	2.76				
	42.04 Petroleum Products Loading at any Berth	3.00				
	42.05 Petroleum Products Supply to vessels using bowsers	2.00				
43.00	All other cargo including ship spares (Not listed above)	1.20	15.00	32.00	64.00	80.00
44.00	Shnt-0111 charges for exports	2.00				

WBARFAGE AND Sm.PPCNG CHARGES (Applicable to all Ports)

45.00 Basis for Levying of charges :-

45.01 Charges will be levied on Weight or Measurement tonnage whichever is greater as declared in the Manifest.
(as per agents DO, BIL, Invoice, Packing list or any other documents related to Exports/Imports.)

45.02 In the event of fraudulent declaration of type of cargo (D.C./Non D.C.), penalty of 100% will be imposed on difference of charges.

(a) 100% Surcharge for additional Volume of consignment/shipment of cargo if the Volume wrongly declared by the port users is less than 5%.

(b) 100% Surcharge for Excess Volume of consignment/shipment of cargo if the Volume wrongly declared by the port users is more than 5%.

45.03 An administrative charge of 1% per day will be levied on cash bills after the bill is processed and kept ready for the payment from the date of bill, provided that the bill is not paid within 3 days.

45.04 Over Height, Over Width, Open Top, Flat Rack containers will be charged an additional 10% on normal Container irrespective of Actual Measurement.

5. 2% Interest per month will be charged on consignments cleared against Bulk Guarantees, until date of encashment of the Bank Guarantees.

6. Wharfage is a cost recovered by the port / Labour owner / operator who provide and maintain common service and common infrastructure.

7. Shipper / Agent has to clearly declare LCL or FCL on Shipping Note / Cargo Dispatch Note for Export containers. 100% penalty for incorrect declaration will be charged.

8. Late fee of USD 25.00 will be imposed for the agents who do not upload the manifest to Cargo Management System within 24 hours from the actual time of arrival. (w.e.f 31.08.2020)

9. A surcharge of 0.75 USD per CBM added for the relevant Wharfage and shipping charge for non-indication of marks and numbers as per required standards (w.e.f. 01.01.2022)

WHARF AGE AND SHIPPING (Applicable to

all Port)

Page ISA

SINO	Description	Per Oay or Part thereof			
		88•LCL Per Tonne USS	Per F'CL Cont 1 liner (USS)		
			20'	40'	0-er 40'
4600	Occupation chnrgs Note : Please see note 28.I 7				
4601	Occupation Charges Normal Cargo - Import				
4601.01	Import: if cleared within 3 clear days. Actual day of de-scuffing /discharging will be left out when couacing the free period	Free	Free	Free	Free
4601.02	Basic charge if not cleared within the specified period (From the 1• day up to the date cleared. } Actual day of de-scuffing / discharging will be left out when counting the free period.	0.23	8.00	16.00	18.00
4601.03	Penal charge From 8 th day to 14 th day	0.45	15.00	30.00	33.00
4601.04	Penal charge thereafter	0.68	23.00	46.00	50.00
	Occupation Charges Vehicles - Import (W.e.f. 01/02/2012)	Per COM per day or Part thereof			
4601.05	Import vehicle if cleared within 3 clear days. Actual day of de stuffing/discharging will be left out when counting the free period.	Free			
4601.06	Basic charge if not cleared within the specified single period (from 1 day up to the date cleared) Actual day of de stuffing /discharging will be left out when counting the free	0.75			
4601.07	Penal from 8 th day to 14 th day	100			
4601.08	Penal thereafter	ISO			

Occupation Charge for Dangerous Cargo (DC) - Imports



Additional Labeling

A package containing a hazardous material that meets the definition of more than one hazard class must be labeled for the additional hazard classes, as shown.



SINO	Description	Per 0 :l)' or Parl thereof			
		B/B - LCL Per Tonne	Per FCL Conlainer (USS)		
		USS	20'	40'	O \u 40'
46.02	<u>Occupntion chnrges DC Cargo Cwe.fOI .04.2!1221</u> Note : Please sec note 28.17				
46.02.01	OC Cargo if cleared \\\'ithl148 hours (from the time of discharged/de:- stuffed)	Free	Free	Free	Free
46.02.02	BllSit charge (DC cargo if not cleared \\\'ithin 48 hours fron1 d31co fdischarge 10 dare of delivery)	0.82	28.00	55.00	62.00
46.02.03	Penal charge Fron18 ^{lll} day ro 14 ^{••} day	1.65	52.00	104.00	114.00
46.02.04	Penal charge from 15 ¹ day onwords	2.47	79.00	159.00	173.00
46.03	Ckcueation <harcies N'ormal Cara:;o- Ex1?:2t				
46.03.01	Exports if Shipped d'itbin 7 clear days. (Rent ... llacrlte from 1c:day of receipt)	Free	Free	Free	Free
46.03.02	Basic ch:trgc (If 001 Shipped \\\'ilhin 7 clear days rent ' 'ill accrue fron1the da} of receipt up to 1bdate shipped)	0.23	5.20	10.40	15.90
46.03.03	Penal charee F'ron18 ^{lll} dav fo 14 ^{••} da 1	0.23			
46.03.04	l>enal charge f rom 15 ¹ day to 21 ["] day	0.45			
46.03.05	Penal chargt: Tllkrcan cr	0.68			

SINO	Description	IMPORTS & EXPORTS (US \$)						
				LCLC ligo	Per FCL Container(US\$)			
					20'	40'	Over 40'	
		Per Tonne lISS						
47.00	Extrn contn nCr hanll ina							
	47.01 Sniffing or de-stuffill£ only (we.f. 0 104.2022)				5000	75.00	100 . 00	
	47.02 ti1outing or de houning				25 . 00	38 . 00	47 . 00	
48.00	Crane charges { lu adtlidon to L & 0 Slll?ing charge - JI used o 11 v. ! Uthe lackage are O\er 10 M.T. additional Crane charges based on the Weight of lthe pnekoie will be levied as folio" "							
	48.01 Each package of ° "' 10 M. Tons Up to 15 M. Tons			50 . 00				
	48.02 Each package of ° "' 15 M. To lS Up to 20 M. l'ok			100 . 00				
	48.03 Each packai>eor O "' 20 M 'lons Up to 30 M. Tolls			200 . 00				
	48.04 Each package of ° "' 30 M Tor" Up to 40 M. Tons			250 . 00				
	48.05 Eactpackage of O,,, 40 M. To lS			325 . 00				
49.00	Cur o Shit\cd / Open / Rr. Paekini; Clulr r (includi 11: c u ton l s l!xarni n11io11)							
	4901 Each package			0 . 50				
	4902 Jer Col lsiimcnl(Upto 10 CBM)(w.c.f0 1.04.2022)			20 . 00				
	49.02.01 l'er consignment beyond 10 CBM-per CBM (w.e.f 01.04.2022)			2.00				
50.00	Bondi n&and Entrel?2l chnroes							
	50.01 Handling all cargo and/ or re-bond cargo (per lOrne or pan l hereof)			2.00				
	50.02 • Occunt: 11n1io11churgd per consignffcnl			20.00				
	50.02b Docurtntation charges per consignfent (on lthe subinissio,l)			Nil				
	;;l)03 Occupafion chltt.JeR	Grilled C4JJO (°1.f 0 1.D112{22)	'ft'imp•tated conrolUt d clltgo (\V'.f.f Ot.04.2022)	\V• nhoUSI" c•rgo				
	SO.OJ O l st week to 2nd eek (per w\lCk or part rhercol) J	090	1.00	0.70	25.00	5000	55 00	
	50.03.02 3rd eek to 4th week (per \Wek or port thereof)	190	2.10	1.50	30.00	6000	65.00	
	50.03.03 5L11 eek io th "ck (per \week or port thereof)	390	4.20	3.00	60.00	120.00	130.01)	
	50.0304 lltre oner per "ck or part l ltercof	6.50	7.00	5.00	90.00	180.00	195.00	
	50.03.05 Re-packingcharges(per consignment)			20.00				

Section IV**GENERAL SERVICES & FACILITIES****Item No****Description****Page**

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Fire Fighting Services

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Supply of Fresh Water

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Occupation of SJjp-ways

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Shipwright Diver

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Railwa; Facilities

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56

Chain Testing

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57

Canal Locks

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Oil Facilities at Port of Colombo

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Sundry Services

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Miscellaneous Facilities

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Labour Fee (per person)

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GENERAL SERVICES & FACILITIES

- **Fire Fighting Services**
- **Supply of Fresh Water**
- **Occupation of Ship-ways**
- **Shipwright Diver**
- **Railway Facilities**
- **Chain Testing**
- **Canal Locks**
- **Oil Facilities at Port of Colombo**
- **Sundry Services**
- **Miscellaneous Facilities**
- **Labour Fee (per person)**

GENERAL SERVICES & FACILITIES (Payable by Applicant)

SINO	Description	Rate in US\$
51.00	Fire Fighting Services	Per hour or plll thereof
	S 1.01 Fire fighting vessel (in Harbour)	320.00
	S 1.02 Fire fighting vessel (out Harbour)	800.00
	S 1.03 Standby duties	20.00
	S 1.04 Standby duties (Afloat)	24.00
	S 1.05 Active duties	180.00
	S 1.06 Fire extinguishing medium used other than Water - Charges as per prevailing replacement cost for the	
	S 1.07 Attendance for salvage work	120.00
	S 1.08 Use of skimmer or other recovery device	40.00
	S 1.09 Use of oil boom or other containment device	100.00
	S 1.10 Use of oil spillage booms for storage of recovered material	4.00
	S 1.11 Costs incurred in the disposal of pollutants recovered shall be charged as per costs incurred by the Authority	
	S 1.12 Chemicals or other materials used shall be charged as per prevailing replacement cost	
	Supply of Stand by Firemen to Local Operators (DL , SAGI etc.)	8.50
	S 1.13 Stand by Duties for Oil Fire Crew	
52.00	Supply of Fresh Water	
	S 2.01 Composite rate for supplying fresh water (subject to periodical revision) Per 1000 liters (Ton) or part thereof	8.00
	S 2.02 Minimum charge for a supply (other than for pleasure craft)	75.00
	S 2.03 Detention charge (per berth per hour or part thereof)	8.00
	S 2.04 Requests for cancellation must be made 24 hours before the time water is required Requests not so made will incur the minimum charge of US\$ 75.00	
	S 2.05 If the cancellation is requested after the barge is tendered alongside vessel, the charge payable will be S 2.05.01 Detention charges as above S 2.05.02 Minimum charge of US\$ 75.00 S 2.05.03 Towing charges as per tariff	
53.00	Occupation of Stevedores	Per day or night
	S 3.01 UP to 100 Tonnes (Minimum charge US\$ 100.00)	60.00
	S 3.02 Over 100 Tonnes (Minimum charge US\$ 300.00)	150.00
	S 3.03 Blocks and shores if specially provided (per block / share)	35.00
	S 3.04 Patent slip UP to 500 Tonnes (per block / shore)	250.00
	S 3.05 Blocks and shores if specially provided	50.00

SINO	Description	Rate in US\$		
		Per 4 hours or part thereof		
		Normal Diving Service	When not on Active duty	When diver's service is not for maritime facilities
54.00	Shillworth Diver			
	54.01 During normal working hours within harbour	170.00		
	54.02 During normal working hours outside harbour	340.00	170.00	510.00
	54.03 Over time hours within harbour	340.00		
	54.04 Over time hours outside harbour	680.00	340.00	1020.00
5500	Rail and Facilities	Per hour or part thereof per unit		
	55.01 For use with wagons, trolleys or trucks during normal working hours	20.00		
	55.02 For use with wagons, trolleys or trucks during Over time hours, weekends and	40.00		
	55.03 For shunting, during normal working hours	14.00		
	55.04 For shunting during over time hours, weekends and holidays	27.00		
	55.05 Provision of wagons, trolleys or trucks	6.00		
56.00	Chail testing Each Testing	15.00		
57.00	Canal Locks Each Lock	Per operation US \$ 1500		
5800	Oil facilities at Port of Colombo {CMB}			
	58.01 Oil received and /or pumped through pipe line (Charged on total tonnage Irrespective of the operation)	Per tonne or part thereof US\$ 500		
	Over time charges for pumping or receiving			
	58.02 Over time hours on week days	Per hour or part thereof US \$ 9.00		
	58.03 Over time on Saturday, Sunday & holidays	Per hour or part thereof US \$ 14.00		

SINO	Description	Rate in US\$	
58.00	<u>Storage</u>		
	First 2 months - Rent free		
	58.04 3 rd month (per Tonne or part thereof)		2.00
	58.05 4 th month (per Tonne or part thereof)		4.00
	58.06 5 th month (per Tonne per month or part)		6.00
	58.U/ Analysis & issue of quality certificates	Per sample	2.00
59.00	<u>Storage services</u>		
	59.01 Barbed wire, fencing and re-stacking etc	Per bau	0.10
	59.02 Loading in to railway trucks	Per Tonne	0.50
	59.03 Stacking in consignees vehicle		
	1. Direct delivery	Per Tonne	0.05
	2. Others	Per Tonne	0.10
	59.04 Landing or loading (Due to rtss cancellation)	Per Tonne	2.00
	59.05 Pre-warehouse	Per Tonne	1.00
	59.06 Palletizing	Per Tonne	1.00
	59.07 Handline charges		
	1. Normal handling	Per package	2.00
	2. Handled by fork lift	Per package Per Tonne or part thereof	4.00
60.00	<u>Miscellaneous facilities</u>		
	60.01 Telephone Call	Per call	0.20
	60.02 Administrative charges for telephone facilities (On addition to no. of calls)		5.00
	60.03 Medical facilities	To be determined by	
	60.04 Hire of ambulance within Colombo, Galle and Trincomalee city limits	Per trip	6.00
	60.05 Hire of ambulance outside Colombo, Galle and Trincomalee city limits	Per km	0.40
	60.06 Certified copies of SLPA documents	Per copy	2.00
	60.07 Replacement charge for loss of token		1.00
	60.08 Cancellation charge on cart note (w.c.f 01.04.2022)		5.00
	60.08.01 Documents processing charges (w.c.f 01.04.2022)		10.00
	60.09 Licensing of clearing agencies	Per license	180.00
	1. Annual license	Each	90.00
	2. Renewal after due date		35.00

GENERAL SERVICES AND FACILITIES (Payable by Applicant)

SINO	Description	Rate in Rs.		
6000	60.10 Registration of wharf clerks	Per registration	5000.00	
	60.1001 Annual renewal	Each	2000.00	
	60.1002 Renewal after due date (With penalty)	Each	3000.00	
		Rate in US\$		
	60.11 J- embarkation/ disembarkation fee	Per passenger	5.00	
	60.1101 Local passengers embarkation/disc embarkation at n11 port	Per passenger	0.50	
	60.12 Weighing charges for containers & conventional cargo less than 40MT (w.e.f 01.04.2022) irrespective of container size -, container (w.e.f 01.01.2019)	Each	10.00	
	60.12.A Weighing charges other than containers (More than 40 MT)	Each	12.00	
	60.13 Search fee	Per W.I.C.	300	
	60.14 A photo copy of document	Per copy	0.15	
	60.15 Charges for equipment intercom report (FIR) per report irrespective of container size - per container (w.e.f. 01.01.2019)		020	
	60.16 Sole administrative charges (w.e.f 01.04.2022)		20.00	
	60.17 Rental of registration and administrative charges (w.e.f 01.04.2022)		50.00	
		20	40	Over 40
	60.18 Delay in processing of bills of lading (w.e.f 01.04.2022)	30.00	45.00	60.00
6100	Labour / Person rates for standard charges (w.e.f 01.04.2022)	Rate in US\$		
	61.01 Executive officers	Per hour or part thereof per person	1000	
	61.02 Non labour	Per hour or part thereof per person	750	
	61.03 Labour	Per hour or part thereof per person	5.00	
	61.04 Customs officer (Bonding)	Per occasion	300	

Section V	HIRING SERVICES	
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HIRING SERVICES

- **Hire of Floating Craft (Including Lighters)**
- **Hire of Forklifts, Trucks & Cranes**
- **Hire of Trucks, Trailers, Prime-Movers & Other Equipment**
- **Hire of Other Equipment**
- **Hire of Gear**
- **Conditions**

SINO	Description	Rate in US\$ Per hour or 1H thereof	
62.00	Rate of floating Cranes (including 12hrs)		
	62.01 Up to 40 Tonnes	3.00	
	62.02 Over 40 & up to 80 Tonnes	4.00	
	62.03 Over 80 Tonnes	5.00	
	Note :- Demurrage is charged for import /export lighters at the above rates and the following barriers Excess Lighters Demurrage occurs from the 49" hour from the time the lighter is tendered alongside vessel or the 61" hour after loading is completed on shore whichever is earlier except in the case of shut cargo transferred to another vessel. 1mbrt Lighter : Demurrage occurs from the 73" hour from the time the lighter arrives at the delivery point		
	62.04 Pontoon barges inclusive of passenger ship	20.00	
	62.05 Small lighter or launch within the harbour for towing no other craft	60.00	
	62.06 Small tug or launch within the harbour for other purposes	44.00	
	62.07 Small tug or launch outside the harbour	120.00	
	62.08 10 ton Dumper	100.00	
	62.09 5 ton Dumper	75.00	
	62.10 Dredger barge, anchor boat	15.00	
	62.11 Punt	10.00	
	Towing craft shall be paid for separately		
63.00	Rate of forklift trucks & cranes		
	63.01 Forklift trucks up to 2 1/2 tonnes	7.00	
	63.02 Forklift trucks over 2 1/2 to 10 tonnes & up to 10 tonnes	20.00	
	63.03 Forklift trucks over 10 tonnes & up to 15 tonnes	40.00	
	63.04 Forklift trucks over 15 tonnes & up to 25 tonnes	52.00	
	63.05 Forklift trucks over 25 tonnes & up to 40 tonnes	70.00	
	63.06 Mobile cranes up to 3 tonnes	15.00	
	63.07 Mobile cranes over 3 tonnes & up to 5 tonnes	20.00	
	63.08 Mobile cranes over 5 tonnes & up to 10 tonnes	25.00	
	63.09a. Mobile cranes over 10 tonnes & up to 12 tonnes (w.e.f 01/04/2022)	50.00	
	63.09b. Mobile cranes over 12 tonnes & up to 20 tonnes (w.e.f 01/04/2022)	100.00	
63.10 Mobile cranes over 20 tonnes & up to 40 tonnes	250.00		

HIRING SERVICES (Payable by Hirer)

Paec 22

SNO	Description	Rate in US\$ Per hour or nout thereof
63.00	63.12 .01 Portal Cranes 63.12 .02 Level Lurnng Cranes (w.c.l. 01.11.2019) 63.13 Floating Cranes (Per day or part thereof) 63.14 Cancellation charge for Floating Cranes ordered & subsequently cancelled (Per application) (Towing charges are navable scnorately under item 50J) 63.15 Crane clutries 111 l ort of G,tlle & for T.T.N. Bouts 63.15.01 A rate of USS 15000 per shiff of eight (8) hours or part thereof when a crane is provided for discharging or loading of cargo \>here such crane is engaged in lieu of a shore crane, irrespective or the type or Lhc cafl"eity of the crane provider 63.15.02 Nor 111al Tariff rates shall apply wt1cn cranes arc hired ou1 for any purpose, 01hr than for such norulal cargo handling	10.00 20.00 500.00 60.00
	63.16 Reach stacker (45 tonne)(per hour or)\rt thereof)(w.c.f 0 1 04.2022)	10000
64.00	Hire of Trm*ks, Trailers, Primr-movt r< & Oilier Etll lllment 64.01 Platfonn truck 64.02 Prin'e Mover 64.03 Tractor & Trailer <>4uq 2011 1railer 64.05 4()ft Trailer 64.06 Hand jack fork lift 64.07 Low bed Trnilr (w.c.f. 01.01.2019) 64.08 Bundcd cmilcr (w.c.f 0 1 04.2022) t.4.n*.OJ Fro 111 I to 7 d.. 64.08.02 From 8to 14 days fl.r.v.01 1On""""d Nore: IA\ In nddnion to aboVll cllll • 64.08) rcbvont sbmcllll I"• sll.ocnVrrnns1""m\ to be B-licd.	3.00 20.00 i &.00 10.00 15.00 2.00 60.00 R1utl lit ES pl'r lffly P11rt lht>rnf I nn nn 150.00 ..,nn nn
65.00	Hire <lf Other [tJuint"nt 65.01 Air compressor 65.02 50 Ton Hydraulic jack 65.03 Waler pwnp up to 3** 65.04 Water ptu 11p4" up lo 6" 65.05 Welding 11ncralor (l\vin) o.,u6 vve lomg generator (smgtc) 65.07 Pncwl lalic sw 11pump 3/4" inlet (Per day or part thereof)V 1x1ac10nnon Jorry Np :> l"lllllgnalpmcr l"ler ctay or pan tncrcol)	15.00 3.00 5.00 13.00 27.00 11.00 18.00 MUw

HIRING SERVICES (Payable by User)

Description

Rate in US\$
Per shift or
part thereof

SINO

6600

Hire of Gear

6700

66.01 Shackles over 5 Tons

Each 3

66.02 Slings - heavy wire rope sling, wire sling, lumbar cord net slings

Each 11

66.03 Slings - light

Each 6

66.04 Chains

Each 3

66.05 Grabs

Each 13

66.06 Hand Carts

Each 1.5

66.07 Hooks & Seal Cutter

Each 0.75

66.08 Pick axes, loading platforms, shackles, shovels & mallets

Each 0.75

66.09 Tally in / mats

Each 4

66.10 Mobile platform for loading / discharging cargo. 1' loading tray

Each 2

66.11 Prestman lab. drum hook set

Each 4

66.12 Net sling cement sling, car sling

Each 2

66.13 Jacob ladder

Each 2

66.14 Ropes

Each 1

66.15 Gannway safety net, all safety nets

Each 19

66.16 Light vehicle hook set

Each 10

66.17 Heavy vehicle hook set. Container hook set

Each 15

66.18 20ft SLPA spreaders

Each 15

66.19 40ft SLPA spreaders

Each 25

66.20 Provision of canvas Boat Belt (we.f. 01012019)

Each 100

Conditions

67.01 Floating cranes

67.01.01 The hire commences as the crane arrives alongside vessel or other place where it is required and ends when it is released by the hirer of any cargo etc..on deck.

67.01.02 SLPA shall not be liable for any damage caused by any item being lifted or for any damage caused to ship, lighter or other conveyance etc.

67.01.03 Pontoon derrick operator shall abide by instructions given by the Crane operator or Supervisor to ensure safety

67.01.04 The hirer shall ensure that the side of the vessel is clear to accommodate the crane

67.01.05 The hirer shall arrange the return of the crane to her mooring by 18.00 hrs unless specifically allowed by the Harbour Master

SINO	Description
67.01.06	Applications for the hire of the crane shall be submitted to the Superintendent (Harbour Crall) on a week day at least 12 hours before the crane is required
6702	Others
67.02.01	Charges shall be calculated for the period from the time the equipment arrives at the place of work to the time of its departure from such place. In respect of stationary cranes, charges shall be calculated for the duration of the period of allocation for the operations.
67.02.02	No charges shall be payable for any period of time during which such mechanical equipment breaks down
67.02.03	When cranes/equipment are used by outside Parties, outside the normal premises, the rate of hire will be triple
67.02.04	The period engaged in travelling to and from the place of work will be charged against the hirer at the rate applicable when mechanical equipment is hired outside the normal premises.
67.02.05	When mechanical equipment is engaged outside the normal day / night shift charges will be maintained at the hourly rate for the duration the mechanical equipment is engaged.
67.02.06	Request for hire of cranes during normal working hours (07.30 hrs to 1630 hrs) will be received at the Imports Office or by Chief Officers / Managers up to 1400 hrs, on the day previous to the day on which the crane is required
67.02.07	Request for hire of other equipment shall be made in the prescribed form obtainable at the Imports office and be signed by the hirer or by his authorized representative and delivered in the first instance to the Assistant Manager at Imports Office.
67.02.08	Request for the crane on Sunday will be accepted up to 1230 on Saturdays
67.02.09	The Ports Authority reserves to itself the right of supplying the cranes and or limiting the period of the hire
67.02.10	Alterations and cancellations shall be accepted up to 1600 hrs of the previous day / will cost to the hirer, but after such time, no further alterations or cancellations shall be ascertained and hirers shall be charged the full hire for the period such mechanical equipment has been booked whether used or not
6702.11	Any such alterations or cancellations will be intimated in writing
67.02.12	Separate cancellations must be requested in respect of mechanical equipment booked for hire during normal and overtime hours
67.02.13	When mechanical equipment is required for longer periods than originally requested for, a fresh request shall be submitted at least one hour before the expiry of the period originally requested for normal hours. If the original request is for overtime hours such request for extension should be made before 2100 hrs.
14.	No mechanical equipment shall be supplied to any casual user, unless an adequate deposit is made in advance.
15.	A 'shift' in Tariff Item No 6600 means 18 hours

Section VJ

GUIDE LINES TO THE TARIFF

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IAI		Abbreviations
(I)	BIB	Means Drca /BULK
	CBM	Mean Cubic Meters
	CMB	Means Colombo Port
	CONSIGNMENT	Means the goods covered by one import or export 'application'
	DWF	Means Summer Dead Weight Tonnage
	FCL CONTAINER	Means -(Full Container Load) - A container with all cargo in it consigned/shipped to ONE Consignee /Shipper irrespective of the number of bills of lading
	GT	Means Gross Tonnage of vessel
	LCL CONTAINER	Means -(Less Container Load) -A container(34CBM for 20',68CBM for 40') with cargo in it, consigned /shipped to 1WOOR MORE (more than one) Consignees /Shippers.
	OOG	Means Out of Gauge, i.e.Cnrgo loaded on a container thllt is O\ r height, O\l: r WidlJl or O\l: r Length
	PER ANNUM or PER YEAR	Means a period of 12 months beginning with the first day of January in any year
	PER DAY	Means per calendar day
	PER MONTH	Means per calendar month
	TONNE	Means Metric ton or 1000 kilograms or 1 cubic meter or 1000 liters
	T/S	Means Transshipment
	VEHICLE	Means a motor operated conveyance of goods and / or passengers
	COBIFO/MGO	Means Colombo Oil Bunk/ Intermediate fuel Oil/Marine Gas Oil
(U)		Tonne basis for levying charges
	a.	Except where otherwise provided, charges will be levied on weight or measurement whichever is greater
	b.	The Authority may levy charges on measurement if the weight cannot be ascertained or vice versa
	c.	Bulk cargo will be charged on manifested tonnage
	d.	Normal bulk cargo will be charged on weight basis (Other than general cargo in buses /bag cargo in packages and container)
	e.	Special charges will be levied for goods in vehicles
	f.	A fraction of a Tonne will be reckoned as one Tonne
	g.	For import & export, weight tonnage will be reckoned as the lesser in freight manifest

i. Calculation of stedoring charges

1a. If measurement and weight are given in cargo mani fest then "On measurement or weight tonnage whichever is higher " v.'Ould apply

ib. General cargo where measurement is not given in the mani fest "weight x 2 times"would apply J. Bagged cargo in unitized / palletized form shall be charged on \\oeight basis

k.. High Cube (HQ & HC) containers should be treated 21S normal containers

(lit) Lash barges will be treated as vessels for the purpose of all port charges

(I V) \Vorki ng hours

a. (Colombo(CMB} , Galle & Trincomalcc} Per

shift means one of the followi ng periods

From Monday to Friday

0730 hrs to 1 630 hrs (excludi ng one hour for meals)

1630 hrs to 0030 hrs (excluding one hour for meals)

0030 hrs to 0400 hrs (I " extended shift)

0400 hrs to 0630 hrs (2"d extended shift)

b. (Colombo(CM.B},Calle & Trincomalec} Satu

rday

0730 hrs to 1 330 hrs (excludi ng one jjour for meals)

1 330 hrs to 1 630 hrs (extended shift)

1 630 hrs to 2 1 30 hrs (excluding one hour for meals) 2

130 hrs to 0030 hrs (I " extended shift)

0030 hrs to 0400 hrs (2"d extended shift)

0400 hrs to 0630 hrs (3"l extended shift)

Sundays & holidays

For the pwpose of charging labour wii ll be reckoned from 0730 hrs to 0630 hrs on the following day

Stevedori ng gangs may be ordered for a minimum of one shift

Extra labour employed may be ordered for a minimum of half sbi ft. Half shift means 4 hrs or part thereof

(V)	<p>Orders to be in writrn</p> <p>a. Re<lucsls w orovide mw services by the Ports AuthorilV shall be in writinu.</p> <p>b. Rec<lucsls by lclphoac can be accomlodatcd in certain cases only and sujeel to colifirmation in \VTi ting soon after.</p> <p>c. Delivery orders issued by the Agcnls of vessels for imporl cargo should be submillcd for the lcl<:asc of the cargo by the Authority</p> <p>d. Ilk endorsement of the Shi lmi n l l. Al<cnl should be made avuilable in resocct of exoorl cargo</p> <p>c. In respcel of import /export cargo all Customs requirments should be compl ied \vilh</p> <p>f. Applicmions for imporl /export ciugo should contain partieulors of the concnls. measutemcnls iu lcl gross weight of l:>ackal lcs, dates of ar:ri vnl /denarture of lhc ships</p>
(VI)	<p>Ilally service is not covcred in lhc tariff a commiltee comprising of CIM, COM, HM & CE(J>) \viii determine a suitable rate w be AoPto\cd by the Choirman</p>
(VII)	<p>Liabili h* for cb:trnes</p> <p>a. Consignees or shipl>cr's agents shall be liable for all chatges on invird cargo</p> <p>b. Consignors or hcr agents shall be liable for all charges on oulwlird cargo</p> <p>e. The ships agents shall be responsible for ull charges rccovercrble from ships or on Transhipment Cargo</p> <p>cl Sri Lanka Pons Auth.ority rewins lhc right lo coll uoon payments in ad"mcc for any services</p> <p>c. A surcharge of I 5% will be imposed on any short fall of Stc\Cdoring advances if not sclllcc\vi thin 3 clear days of the vessel departure.</p> <p>f. SLPA \vi ll impose I% surcharge lo \esscl opcalors for incorrect \CSscI lthroughpul Slalcmenls submitted. (we.f. 0I01 .08)</p> <p>g. Bills not sellled wi thin nppro\Cd credit period and Rejected disputes wi ll be subjected to a surcharge of 2% p.m. unless specifi ed in the agrccment.s.</p>
(VIII)	<p>tJ nder chnrges</p> <p>The Authorily shall be entitled to collecl any amount which may be ascertained to have been under charged or due in any orhel' w y</p>
(IX)	<p>Payment of ch>lrges</p> <p>Except in the case of a person holding a ledger accowlt al the Authority, all shall be payable in ndvrm,ce</p>

(X) No claims will be entertained for refund of charges after a period of three months from the date of payment, where SLPA is bound to refund within 3 years.

(XI) Refund of bonding claim could be obtained only within one year after the clearance of cargo from bonded warehouse.

(HJ) ADVANCE PAYMENT FORMS

(Ret: FD/R/CH/17 of 04.07.2013)

All Shipping Agents (when SLPA in local (as a shipping agent to an Agent/Line) are Required to make the following payments in advance :-

- 1). Basic Navigation Prior to berthing of a vessel .
- 2). Stevedoring Charges.
- 3). Supply of Fresh Water
- 4). Supply of Electricity
- 5). Hire of Equipment/Gear
- 6). Prior to obtaining any additional services not listed above

* Please note that the prescribed forms for item no 03 to 05, serve dual purposes as a Requisition Form and as an Advance Payment form, for the Services required. Utilization of the above forms is mandatory.

(XII I) OBTAINING ADVANCES FOR NAVIGATION DUES

(REF FD/R/STV/CASN 25.03.2008)

Basic Navigational Advance includes are as follows :-

- | | |
|------------------|--|
| 1. Entering Dues | 4. Two Tugs |
| 2. Light Dues | 5. Dockage for expected duration |
| 3. Pilocage | 6. Professional Pilotage (in & out movement) |

(Xt V) OBTAINING VESSEL OPERATING AGENT'S APPROVAL BEFORE

FORWARDING DISPUTES TO SLPA (REF OD/ICI/DCB/23 -14.08.2009)

Container Operating Agents must forward their disputes that relate to the stevedoring charges based on Vessel Operators

Throughput Statement (VTS), through the Vessels Operating Agents. This will be effective from 17th August 2009.

(AV) NOTICE OF CLOSURE OF OFFICE ON SUNDAYS

(REF /FD/STV/ CASA- 06.05.2009)

The Finance Division of Sri Lanka Ports Authority will not be opened for business on Sundays.

Necessary arrangements should be made to make advance payments during the week from Monday to Saturday

(XVI) COASTAL OPERATION

a) Concessionary rates for coastal shipping is applicable only if such vessels are handled by SLPA at both discharging and loading ports at SLPA operated berths.

b) If Such cargo handling is not performed by SLPA at both ports the concessionary rates will not be applicable.

For such operations the normal tariffs applicable for Import/Export cargoes shall be levied.

(B)

(I)

Professional Pilotage Fee

a.	A Movement	Is executed when vessel enters from sea to a designated berth or changes a designated mooring / berth to another designated mooring / berth or to the same mooring / berth. Vessels entering or sailing from dry dock no. 1/2 will be charged three movements. Vessels docking / undocking at dock no. 3 and no. 4 will be charged two movements. Vessels to or sailing from Dolphin (Island Brai-Wilco) tanker berth two movements.
aa.	Also two movements will be charged for the following.	
	aaa.	Vessels over 30,000 D.W.T. berthing / unberthing
	aab.	Any vessel berthing portside to Passenger jetty, BQ IV, SP, JCT Ed (N), Dock no.4 North Repair berth Starboard side to BQI, BQ2, GPI, OP2, PVQI, PVQ2, JCT Ext. (S), Dock no.4 South Repair berth, dock no. 4 entrance, dock no 3 entrance and North Pier (when t-l-u movements are charged under the side to which the vessel berths to be indicated under 'Reason' in the certificate.
	aac.	Double banking of ships
	aad.	Vessels over 244 meters
	aae.	Vessels to be not under command or engine break down within port
ab.	Towed movements will be charged for vessel when towed not under command from outer harbour into port or vice versa	
b.	DESIGNATED BERTHS	Means berths named in chart where the vessel is usually secured or specially allocated by the Harbour Master. This includes the inner anchorage. It does not include a transit anchorage or a short stoppage at another berth for any purpose whilst Pilot remains onboard.
c.	WARPAGE VESSEL	If the vessel is considered warped alongside when it is moved alongside the pier with the aid of the mooring ropes less than half of ship's length
d.	A DEFECTIVE VESSEL	Is one with engines and or movement restricted mooring winch or windlass not operational or both anchors not available for use, lack of communication between the bridge and fwd / aft stations defective steering or a pilot ladder not complying to regulations (Fees will be increased by 50%)
e.	A DEAD VESSEL	Is one which is completely devoid of engine or steering power with or without conditions mentioned

(11)	Note on Pilotage and Professional Pilot Fees at the Port of Trincomalee
a	The areas of Pilotage covered at the port of Trincomalee consist of the following Berths / Organizations
aa.	Cleppenburg bay, Nicholson Cove and inner anchorage area which is the basin to which all other harbour areas access ab.
	The Naval harbour facility owned and operated by the Sri Lanka Navy (Sri Lanka Navy ships are exempted from Pilotage, Entering Dues and Light Dues)
ac.	The Malay Covo facility owned and operated by Primn (Ceylon) Ltd.
ad.	The China bay facility owned and operated by Ceylon Petroleum Corporation
ae.	The Cod bay facility owned and operated by Tokyo Cement (Lanka) Ltd.
af.	The fisheries facilities owned and operated by Ceylon Fisheries Harbour Corporation
b.	INWARD PILOTAGE SERVICE
ba.	A vessel from seaward conducted to any area in (aa) or (ab) shall be charged with one additional movement
	Such a vessel if conducted onward to any other area therein at (ac) to (al) shall be charged with one additional movement and pay Pilotage applicable to internal movement
c.	INTERNAL PILOTAGE SERVICE
ca.	Vessel shilling, mooring from any one berth to another in area (aa) or (ab) or between (na) and (ab) shall be charged as one movement
cb.	Vessel re-berthing in the same berth shall be charged as a movement
cc.	Vessel shifting mooring from any one berth to another in area (ac) to (at) shall be charged as two movements
d.	OUTWARD PILOTAGE SERVICE
	Outward Pilotage ends on reaching outward harbour limit (Line joining Cleppenburg point and Elephant point). If the pilot boards at any area mentioned in (a) and disembarks between Eagle point and outward harbour limit, it will be considered as one movement
	If the Master of a vessel request an extended Pilotage beyond the harbour limit up to Round Island, it will be considered onward movement and the movement described at (d) will be considered an internal movement
1.	Professional Pilotage fee is applicable for each movement defined above
2.	Full Pilotage paid on arrival covers the outward movement. Internal Pilotage charge is applicable to all other internal movements
3.	Tug hire is applicable corresponding to each movement defined, where it is actually employed Coastal vessels engaged in Sri Lanka Coastal Trade or Fishing vessels embarking Pilot at Eagle point with the permission of the Deputy Harbour Master and conducted to any berth will be charged with only one movement

(LII)

LAYING UP OF VESSELS

(Ref HM/C- 15 of 07/04/2009 & 07.09.2010)

Rate Partable for Lay Up of Vessels :- (Per 24 hours or Part thereof US \$ 0.70 per IOGT or Part thereof)

Conditions :-

	To qualify for the above rate a vessel must be laid up for a minimum of 6 weeks at Colombo (if not the SLPA Composite anchorage charge as per tariff item 07.00 shall apply).
	Vessels should comply to all SLPA and security requirements.
	Vessels could be manned by a minimum crew as approved by the Flag state and/or the relevant vessels Classification Society but shall be able to start Main engines and shift anchorage position if required by the SLPA for any reason. (Hot Lay UP).
	Tankers and Gas Carriers should have their Tanks certified and a certificate issued to that effect by a recognized authority such as vessels Classification society or Government analyst. Vessels shall strictly follow MARPOL guidelines on the disposal of waste oils, garbage etc.
	Laying up a ship does not absolve the owners in ensuring that all relevant certificates, including but not limited to. Statutory Certificates of Class, Insurance policies are in force and are updated as required. Prior Approval to Lay up a vessel shall be obtained from the Harbour Master.
	Applicable Ports :- Colombo & Trincomalee.

(IV)

9th November, 2011 SLPA/CASA Meeting (Extract From Minutes) & PA/CM/(A) CASA of 7/04/2012Over hour dues due to delayed berthing of car carriers

	Over hour dues are not chargeable on car carriers if the vessels arrive in scheduled time and berthing is delayed due to lack of parking yard space for main line & Feeder Vessels.-
--	--

(V)

WAIVE OFF OF OVER HOUR DUES (TARIFF ITEM - 02.02) TO CONTAINERVESSELS DUE TO NON AVAILABILITY OF BERTH Ref. FD/Df/C/02- 28.08.2012

SLPA has decided to extend the concession on over hour dues given to car carriers since 09th November 2011 to container vessels too with effect from 01.09.2012.

This concession is given only to vessels which arrive on scheduled time and berthing is delayed due to non availability of berth. This will not be applicable for circumstances which took place prior to 28.08.2012.

(c) PROCEDURE FOR DIRECT BILLING OF STEVEDORING AND SUBSEQUENT SERVICES TO
 (d) CONTAINER

OPERATORS - FOR CONTAINERS DISCHARGED & LOADED ON MAIN LINES/ FEEDER VKE\SELS

(A) RESPONSIBILITY OF THE VESSEL OPERATOR

01. The vessel operator will dispatch the Throughput Forecast Statement (TFS) - container operator and billing agent-wise to the SLPA Operations Division prior to the arrival of vessel. The TFS indicates only the forecasted volume of each vessel for which the respective container operators make their payments to the SLPA Finance Division.
02. Stevedoring payments on behalf of the container operators who are not under direct billing, should be made by the respective vessel operator.
03. The vessel operators should ensure that correct container operator codes and the Billing agent codes are updated in the IDR prior to transmission.
04. The "Vessel operator's Throughput Statement" (VfS) - is a container operator wise/ billing agent wise summary of containers, discharged and loaded on each vessel. The Vessel operator should submit the VfS to the Terminal confirming the figures given as true and correct, within 24 hours of the vessel's departure.
05. Number of EC Containers should be indicated correctly in the relevant column of the VfS,
06. Submission of Applications for supply of Electricity for reefer containers. The vessel operator shall submit applications for supply of electricity for Reefer Containers to the terminal on behalf of the container operator (indicating the correct container operator) with the following phrase "This application is made on behalf of the container operator at their request and all charges pertaining to the above to be levied against the container operator. Any disputes arising out of erroneous declaration of the container operator code in the application may be directed to the vessel operator for settlement".

GUIDE LINES TO THE TARIFF - STEVEDORING

07. Status of MCC [MCC *TIS* + LOCAL (outside), MCC *TIS* (outside), MCC T/S+ LOCAL (inside), MCC T/S (in side)] etc should be indicated in the VTS.

08. Once the VTS is received by the SLPA operations division, the certificates/ invoices are raised as per the facts and Figures in the VTS. The vessel operator will be liable for any dispute arising due to the incorrect declarations in the VTS.

(8) RESPONSIBILITY OF THE CONTAINER OPERATOR

01. Container Operators who have been selected for Direct Billing will have to Deposit a Bank Guarantee of Rs. 500,000/= in favour of SLPA to facilitate 48 hours credit period against stevedoring payment.

02. The container operators who are under Direct Billing should effect payments to the SLPA Finance Division directly and they will be liable to settle all dues pertaining to their containers declared by the vessel operating agent in the discharge /load lists and invoices will be dispatched direct for following services;

- (a) 100% on Stevedoring at Gantry rates.
- (b) De-stuffing of FCL containers
- (c) Stripping and stuffing
- (d) Yard sorting and change of on-carrier/change of destination/change of weights (will be billed to the applicant)
- (e) Supply of electricity to reefer containers and monitoring of same
- (f) Change of status.
- (g) Storage rent on Inward/Outward, local and transshipment containers.
- (h) Mounting and de-mounting
- (i) any other miscellaneous services provided that are not listed above

* Mounting of Oemounting and Trucking which arises due to inter terminal trucking will be billed to the vessel operator of the final loading vessel.

• Detention charges, re-stow, shut outs or any other Oo-board extra operation certificates will be raised in favour of the vessel operator.

3. The container operator should ensure following when making stevedoring payments:

(a) 100% composite stevedoring + Hid - Discharging/Loading - Local

- Main line

(b) 100% composite stevedoring - Discharging/Loading of T/s - & MCC

- Main Line

(c) 100% composite stevedoring - Discharging/Loading - Local

- Feeder

(d) 100% composite stevedoring - Discharging/Loading of T/s - & MCC

- Feeder

(e) Vessel operator to pay HID on discharging + Loading - Local

- Feeder

NB :SLPA reserves the right to impose penal charges in the event of any under payments.

04. In respect of local exports and local empty containers, the respective container operating agent should endeavour to educate the shippers to declare the correct "Discharge Port" and the "Container Operator Code" on the CON documents when for exports and on the relevant Moving local empty containers.

05. When local empty containers are dispatched to JCT by the container operator, the request Letter should contain the container operator code & the billing agent code to facilitate system updation at the JCT receiving gate.

06. Application for MCC, special operation and normal operation should be forwarded to the Logistics Division indicating the correct Billing agent for the respective service.

(II)

~~DIRECT BILLING OF MULTI COMPANY CONSOLIDATION CONTAINER~~~~CHARGES TO MCC OPERATORS REF : FD/SIV/MCC - 26.10.2009~~

- a. All MCC Operators should register with the Finance Division and sign an agreement to abide by regulations, terms and conditions laid down by SLPA.
- b. They should maintain a Cash Deposit of Rs.500,000/- with SLPA.
- c. Applicable MCC operational charges will be deducted from the above mentioned cash deposit, which has to be replenished by the MCC Operator before it reaches a minimum balance of Rs.250,000/-.
- d. Prior to granting consent for MCC Operations, the Logistics Division will be checking on the available balance of the above deposit via the Ledger & Credit Control Branch of the Finance Division. Please note that no MCC Operations will be permitted once the balance reaches its minimum level of Rs. 250,000/-, until such time as the MCC Operator replenishes the deposit.
- e. If an MCC box consisting of Local cargo is to be considered as an "MCC Within Port Operation", it is compulsory that the Local Cargo should be stuffed or de-stuffed within SLPA premises.
- f. The Stevedoring charges applicable for discharge/loading of MCC containers to/from vessel should be borne by the shipping agents.
- g. MCC Operational charges will be levied at the present rates until further notice to the MCC Operators, who will be liable for the following dues, and any other related charges which will be deducted from the cash deposit made by them, as stated in (c.) above.
 - I. MCC Stuffing/ de-stuffing charges
 - ii . Charges on excess Local Cargo
 - iii . Storage charges (if applicable)
 - iv . Balance Stevedoring Charges (if applicable)
 - v . Balance Stevedoring charge on MCC "Outside Port" containers when discharged from other private terminals.

(111) BILLS FOR CASUALCALLERS - REF:-FDIR/CII/01 - 29-07-2002

All casual callers should strictly adhere to following procedures.

- (i) All casual caller vessels will be undicted / declared in the PTD (stevedoring Advance) payin:nl form
- (ii) Submission of final manifest in case of "Conventional carriers" within a week of completion of casual caller
- (iii) Title SLPA will endeavor to submit a bills to agent within 30 days on completion of vessels operation.
- (iv) On the 30th day / of thereafter, the agent will write to the SLPA with request to any outstanding bills pertaining to the vessel concerned, and if so submit in order to close account with their principles within two weeks.
- (v) SLPA will then either certify / Confirm, that no further bills will be submitted / or will submit reminder of the bills, within this two weeks.
- (vi) If no confirmation is received within two weeks from SLPA, agent will notify SLPA that they will be absulguic accowll with their principals within 7 days. (Total effective tinx: = 7 weeks date of sail of Vessel)

(JV) USE OF CONTAINERS FOR REEFER WORKSUOP / STORES

A. Rental charge for the space occupied by above containers would be on the following basis (w.e.f 01.01.2019)

	Container Size	Colombo	Out Port
		US \$ (Per month / part thereof)	
(a) Ground	20'	200	175
	40'	300	225
(b) 2"d Tier	20'	100	75
	40'	150	125
B. Use of storage space for purposes other than as per (iv) A		10	7.5

above storage charge per square meter

(V) RE-SHIPMENT OF LADEN IMPORT CONTAINERS -

FOR CONTAINERS RE SHIPPED TO PORT OF ORIGIN) (w.e.f 12.02. 1999)

10 Storage (Dwell Rent)	Container Size	Rate per day per container (Full period without free days)
	Size 20'	US \$ 520
	40'	US \$ 10.40
	Over 40'	US \$ 15.90
20 Composite Stevedoring on Re- Export (including of H.	Container Size	Rate per container
	20'	US \$ 150.00
	40'	US \$ 232.00

(VI) RECOVERY OF DETENTION CHARGES {REF AMD/37-06.09.2002}

(1) Awaiting arrival of the vessels

Detention charges for awaiting arrival of the vessels will only be applicable to container vessels when their actual arrival falls beyond the ETA confirmed 24 hours ahead to the terminal berth planner.

Charges will only be applicable if the berth allocated was free to receive the vessel at the Declared ETA

(2) Inter Terminal Transfers -hot connections

The terminal will decide whether to permit a hot connection or to refuse based on the practical situation.

When such connections could cause berthing delays to vessels to follow, the terminal will not permit idling. When transfers are done at the request of the shipping agents/ lines in spite of the advice of the terminal due to practical difficulties, the terminal will have the right to recover detention charges

for such delays. When delays occur due to delay in inter terminal transfers, which is performed by the terminal operators, no detention charges can be levied, provided there is a reasonable time gap between the feeder and the main liner.

(3) Handling of Pontoon Hatch covers - conventional vessels

Detention charges are not applicable for the time spent in opening Pontoon Hatch Covers by port labour unless there is an abnormal delay due to some failure on the part of the ship.

(4) Mechanized Vessels handled without Port Labour

Detention charges will not be levied on vessels handled totally through mechanized means without utilizing labour as the delays would be compensated by the productivity based tariff.

(5) Lowering Ramps of RO/RO Ship and Rigging gears on conventional ships.

30 minutes grace [period free of detention charges] will be permitted.

(6) Car Carriers arriving at the middle of a shift

If the delay of berthing is due to awaiting pilot or delays in pilot-age, no detention charges are applicable. For

(VI)

7. Free Pratique

Detention charges are not involved for awaiting free pratique.

8. Detention charges on conventional cargo

The detention charges on conventional cargo vessels are payable by the party that pays the Stevedoring charges.

9. Charges will be levied for provision of Tally Sheets and Daily Reports on conventional cargo.

Please note that the above decisions related to tariff items will be applicable with effect from 1 September 2002.

(VII)

ON CARRIER CHANGE AND DESTINATION CHANGE CHARGES

(REF OD/JCT/DCB/ 11- 03.07.2008 (Tariff item 20.06)

Prescribed formats should be used when applications for change of on carrier/destination are submitted to JCT.

(VIII)

9th Novmber.2011 SLPA.CASA Meeting

(Extract From Minutes) & PA/CM/(A) CASA of 17/04/2012

Storage charges for containers after vessels arrived off port on schedule

It was agreed not to maintain storage charges for the containers declared for the main lines which arrive on the following conditions.

Main Line

(a) Vessels delayed due to slow-down with the permission of SLPA, Billing Section has to be informed in this regard.

(b) Vessels are berthed within the rental free period of containers.

Feeder

(a) Waiving off of storage charges in case of feeder vessels arrive off port on schedule are to be considered on a case by case basis.

FA/CM (A)/CASA- 17/4/2012

(IX) TARIFF ITEM 29.04 & 29.05 APPLICABLE CONDITIONS

Stream Operations (Landing barges / crafts to and from vessel) & / ship to ship transfers of Bulk/Break Bulk/Liquid Bulk Cargo

or Loading or Discharging of Heavy Lift cargo by submersible vessels / Dry Tow within a port or at a Designed Anchorage at SLPA ports .

(A ton shall mean 101 Metric Ton or 1000Kg. However in the case of Break Bulk cargo consisting of multiple packages, the volume in cubic Meters or the weight which ever is higher shall be considered)

- a. SLPA will not be providing Labour for this operations. Only Tally clerks/AUS
- b. Any equipment hired from the SLPA shall be on tariff rates.
- c. If any of this cargo is discharged at shore normal tariff rates shall apply.
- d. Both vessels shall pay all SLPA dues as per tariff including Dockage if an alongside berth is used.

2022

Section VD

REBATES AND WAIVERS

Item No	Description	Page
<68	Conventional Car's Operations	411
69	Container Operation	411
70	Navigation	412

7000	Navigation	
70.01	Dockage	
	A rebate of 25% is granted for feeder self sustaining at any berth for the duration the vessel is self sustained	
7002	Shifting of cargo / Container Vessels and recovery of shifting charges	
7002.01	Shifting of container vessels for port requirements	
	No shifting charges shall be levied from Vessels / shipping agents	
7002.02	Shifting of vessels berthed at Guide Pier I & II for docking and undocking	
	(n)	<p>Vessels berthed for normal cargo handling operations at GP I</p> <ul style="list-style-type: none"> No shifting charges shall be levied from Dockyard Ltd. or from ships / agents. SLPA should bear the shifting charges When vessels berthed at GP II are shifted for docking and undocking operations, shifting charges shall be levied from Dockyard Ltd.
	(ii)	<p>Vessels berthed at GP I on special request by shipping agents / owners / operators or due to special requirement</p> <ul style="list-style-type: none"> Shifting charges shall be levied from vessel / agents including shifting charges in respect of vessel at GP II
7002.03	Shifting of LPG Vessels	
	(i)	<p>Shifting of LPG vessels for port security requirements Shifting charges shall be levied from the Gas Vessels</p>
	(11)	<p>Shifting of LPG vessel to facilitate berthing / mooring of vessels</p> <p>Charges for shifting of Liquefied Gas vessel on such instances shall be levied from the vessel / agents that require specific particular berth or the vessel that is scheduled for sailing</p>
7002.04	<p>Shifting of vessels to meet special requirements of the vessels such as Deep draft, Vessels defects, Disputes. Consignees not ready for delivery of cargo or shifting on request of the agents, for reasons such as awaiting instructions / connections / Loading, to provide priority for other Vessels etc, Shifting charges shall be levied from the Vessel / Agent that require</p>	

Item 'lo	Description	Page
72	Container Handling & Con, 'entional Cargo Handling	43

COASTAL SHIPPING

SINO	Description	Rate per Container (US\$)		
		20'	40'	45'
72.00	Coastal Shipping Operations Composite charge for Local Export/ Import 10' from Coastal port and Outer ports. (following services included) (I) Receiving and Stacking Empty Container at Colombo (CMB). (II) Loading Empty Container 10 feeder vessels from stack or Direct Delivery receiving (JU) Discharge Empty Container direct 10 Truck at out port. (IV) Loading Laden Container at out port directly from stack 10 vessel. (V) Discharging Laden at Colombo (CMB).	200	306	306

7201	Coastal shipping (w.e.f. 1508.2019)		
Tariff Item	Description		Remarks
29.00	Bugged & General Cargo	-	To Charge 50% of Tariff rates on domestic stevedoring tariff of SLPA subject to item (XVI) of Section VI on page 29
31.00	Bulk Cargo		
31.04	Liquid Bulk (Petroleum Product)		
) Harbour Tonnage Dues - Refer item 11138.02 of page 12			

SECTION IX

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75	Heating charges	44
76	Overtime charges	44
77	Handling of Lubricants	45
78	Penalty for non performance	45
79	General Guide Lines	45

SJNo	Description	Per MT per day (US \$) + (VA)		
		Day 01 -60	Day 61 - 90	Day 91 & Thereafter
	Note :Follo\fog Tariff rates arc applicable wef 01/01/2013 for services provided by JCT Ltd for Holders of Bunker Licenses .			
73.00	73.01 Occupational charges	0.15	0.35	0.60
74.00	Pumlling Charges -LFOIMGO (w.c.f. 01.01.2019)	Per MT (US \$) + (VA)		
	74.01 Pwnpi ng from storage nt Colombo Oil Bank (COB) to S/Jetty	3.10		
	74.02 Labour charges for handling of Petroleum Products pumpi ng from any storage other than COB	075		
75.00	Charges for Heating - IFO CST380 This tariff has been decided based on the current price of fuel oil declared by the Ceylon Petroleum Corporation. This tariff will be revised upward /downward \with the fluctuations of fuel oil orices.	Per MT (US \$) + (VA)		
		1.29		
76.00	<u>Overtime charges for loading operations- at Request of Holder of Bunker License</u> (w.ef.01.01.2019)	(US \$) + (120% VA)		
	7601 If employees arc kept after normal working hours of a normal \working day -Per hour or part thereof	10.50		
	76.02 Saturday/ S\wkday/ Public Holiday/Mercantile Holiday			
	76.02.01 First 8 hours or part thereof	8000		
	7602.02 Thereafter per hour or part thereof	10.50		

S/NO	Description	/USS) + VATI
77.00	Handling of Lubricants Stored in the common bonded storage place	
77.01	Handling of the Cargo	200 PerTon
77.02	Storage	
77.02.01	Storage 1 st week to 4 th week	0.70 (PerTon per week or part thereof)
77.02.02	Storage 5 th week to 8 th week	0.40 (PerTon per week or part thereof)
77.02.03	9 th week onwards	2.10 (PerTon per week or part thereof)
77.03	Customs officer's charges	
77.03.01	Customs Officer's charges for 'In Bonding' of Marine Lubricants/ Greases	2.00
77.03.02	Customs Officer's charges for 'Ex Bonding' of Marine Lubricants/ Greases	1.00
77.04	Deposit • Deposit of Rs.300,000.00 to be made prior to commencement of the bonding of cargo in order to debit the account of Operator which should be replenished once the amount reaches Rs.150,000.00	
77.05	Overtime Charges	
77.05.01	Normal working days after 1630 hours	10.00 (per hour or part thereof)
77.05.02	Saturdays, Sundays, Holidays	
	a. First 8 hours or part thereof	75.00
	b. Thereafter	150.00 (per hour or part thereof)
78.00	Penalty for non performance	
78.01	Holder of Bunker License has not utilized the storage minimum space allocated within a quarter (w.e.f. 01.01.2019)	10.00 (per MT per month)
78.02	Non performance of minimum acceptable loading/discharging rate as indicated in Annexure 4 of the Agreement for the additional time taken for loading/discharging operation.	20.00 (per hour or part thereof)
79.00	General Guide Lines	
	a. Requests to provide any services by the JCT Ltd shall be in writing	
	b. In respect of 'In Bond', 'Ex Bond', 'Re Bond' of Bunker fuel oil / Marine Gas Oil / Marine Lubricants etc., all customs formalities should be observed.	
	c. JCT Ltd shall be entitled to collect any amount which may be ascertained to have been undercharged or due in any other way.	
	d. Holders of Bunker Licenses could contact Mr. Nulinda Rajasinghe, Head of	



SOUTH ASIA GATEWAY TERMINALS (PVT) LTD

COLOMBO

SRI LANKA

Colombo International Container Terminals Limited Tariff 2022





CONTAINER TERMINAL TARIFF ITEMS All Rates in US\$ Stevedoring Charges	CICT • 2022		
	20'	40'	Over 40'
1. Domestic Containers - Per Quay Crane Lift			
Discharging or Loading of laden container per move	140	212	263
Discharging or Loading of empty container per move	100	155	193
Discharging or Loading of OOG container (Handled by spreader)	229	338	421
2. Transshipment Rates - Per Quay Crane Lift			
Discharging or Loading of laden container per move	49	76	85
Discharging or Loading of empty container per move	49	76	85

Laden EXPORT Containers

7 days of free storage from the date of receipt. If not loaded within the 7 days, storage will accrue from the date of receipt:

	20'	40'	Over 40'
Export storage from 1st day to 14th day	7	14	18
Export storage from 15th day onwards	14	28	36

Laden IMPORT Containers

3 clear days of free storage from the day following the date of discharge. If not cleared within the 3 clear days, storage will accrue from the day following the date of discharge:

NORMAL CARGO	20'	40'	Over 40'
Basic charge (from 1st day to delivery day)	8	16	18
Penal charge (from 8th day to 14th day)	15	30	33
Penal charge (from 15th day onwards)	23	46	50
DG - CARGO	20'	40'	Over 40'
If cleared within 48 hours	Free	Free	Free
If not cleared within 48 hours - from date of discharge to date of delivery	30	60	68
Penal charge from 8th day to 14th day	56	113	124



P O R T T A R I F F 2 0 2 4

U.E.F 01-Jan-2024

H a m b a n ' t o ' t a I n t e r n a t i o n a l
P o r t G r o u p

HIPG

w w w . h i p g . k .

Conventional Cargo Tariff

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HIPG – Stevedoring for RO-RO Vessel Operations Local Imports & Transshipment

02.	Stevedoring Charges for RO RO Vessel Operations (rate per tonne or part thereof)	
2.1	Stevedoring charges for import/export of motor vehicles	5.50
2.2	Stevedoring charges for transshipment of motor vehicles- discharging or loading	2.20
2.3	High and heavy vehicles / equipment (Local)	6.50
2.4	High and heavy vehicles / equipment (Transshipment)	5.00

HIPG – Occupation Charges on Import Vehicles from RO-RO Vessels

03.	Occupation Charges on Import Vehicles discharged from Ro-Ro vessels (per calendar day, per tonne or part thereof)	
3.1	Import vehicles if cleared within 10 calendar days from discharged date	Free
3.2	Occupational charges from day 11th to day 20th	0.60
3.3	Occupational charges from day 21 st to day 30th	1.20
3.4	Occupational charges from day 31 st onwards	2.00

HIPG – Occupation Charges on Transshipment Vehicles from RO-RO Vessels

04.	Occupation Charges on Transshipment Vehicles loaded to Ro-Ro vessels (per calendar day, per tonne or part thereof)	
4.1	Transshipment vehicles if loaded within 25 calendar days from discharged date	Free
4.2	If not shipped within the free storage period, storage rent shall apply from 26 th day onwards	1.50

HIPG – Stevedoring for Bagged General Cargo/ Dry Bulk / Liquid Bulk Cargo

05.	Stevedoring Charges- Discharge/Load Conventional Cargo -Break Bulk, Bagged / General to or from Local Market (rate per tonne or part thereof)	
5.1	Bagged & General Cargo	
5.1.A	Non - irritant cargo	5.00
5.1.B	Irritant cargo	6.00
5.2	Dry Bulk Cargo	
5.2.A	Dry bulk cargo (manual handling) – Non irritant	5.50
5.2.B	Dry bulk cargo irritant (manual handling)	5.50
5.2.C	Dry bulk cargo irritant /non-irritant handled via bagging machine /labour provided	12.00
5.3	Handling of Cement in Bags (50KG)	7.00
5.4	Cool Room, Dangerous & Dirty Cargo	10.00
5.5	Bulk Liquid Cargo from / to Bowsers	
5.5.A	1,000 tons & above per calendar day	2.50
5.5.B	Up to 999 tons per calendar day	3.00

HIPG – Stevedoring for LPG & Totally Mechanized Bulk Cargo

5.5.C	Handling of LPG Cargo	
5.5.C.I	Transshipment LPG cargo loading /discharging one way via oil berth (Using loading arm or hose pipe)	5.00
5.5.C.II	Domestic LPG cargo Loading/ Discharging one way via oil berth (Using loading arm or hose pipe)	6.50
5.6	Totally Mechanized Handling of Bulk Cargo (Cement, Grain) Daily Average Output Basis	
5.6.A	12,001 MT and above	3.50
5.6.B	11,001 MT to 12,000 MT	4.00
5.6.C	10,001 MT to 11,000 MT	4.50
5.6.D	8,001 MT to 10,000 MT	5.00
5.6.E	6,001 MT to 8,000 MT	5.50
5.6.F	6,000 MT and below	6.00
5.7	Animals -Livestock (Cattle & Smaller Species) - Each	2.00
5.8	Handling Mail Bags	8.00

P O R T T A R I F F

2 0 2 4

(W.E.F 01-Jan-2024)

I l a m b a n t o t a I n t e r n a t i o n a l
P o n S e r v i c e s

The logo for HIFS, featuring the letters 'HIFS' in a bold, white, sans-serif font with a registered trademark symbol (®) to the right. The logo is positioned at the bottom center of the page, overlaid on a background image of a port facility with a rocky breakwater and a concrete structure in the water.

HIFS®

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HIPS TARIFF ITEMS

AH Rates in USO (\$) Unless Specified Otherwise

01.	Entering Dues (per 100 GT or part thereof)	
L I	For all vessels calling within port limits. Other than Sri Lanka naval vessels	5.75
02.	Pilotage Payable on each arrival. Sri Lanka Naval vessels are exempted from pilotage. (Per 100GT or part thereof)	
2.1	Pilotage (in and out)	5.75
2.2	Pilotage for unmooring & mooring (Internal movements, per Movement).	2.75
2.3	Pilowge cancellation or detention charge Order for pilot when cancelled by the Master after the Pilot boards the vessel or the Pilot is kept on board for over 30 minutes without commencing the movement due to any reason by the Vessel.	2.75
2.4	Consolidated navigationaJ charge for rugs, launches and smaller crafts entering port for other than car.:to operations	
2.4.A	Navigation charges for crafts of less than 100 GT	50.00 per entry
2.4.B	Navigation charges for crafts of over 100 GT and less than 500 GT	100.00 per enrrv
2.4C	Navigation charges for crafts of over 500 GT and less than 1000 GT	200.00 per entrv
2.4.D	Any craft over 1000 GT normal tariff rates would apply.	
03.	Professional Pilot Fees (per movement)	
3.1	Vessels up to & inclusive of 30000 dwt (irrespective of day / night)	33.00
3.2	Vessels above 30000 dwt (irrespective of day / night)	44.00

04.	Tug & Pilot Launch Services (Irrespective of Day / Night) (Per tug/launch, per hour or part thereof)	
4.1	Umnooring/ Mooring or standby within the harbour vessels less than 10,000 GT (first hour or part thereof)	410.00
4.2	Umnooring/ Mooring or standby within the harbour vessels more than 10,000 GT & Less than 30,000 GT (first hour or part thereof)	560.00
4.3	Umnooring/ Mooring or standby within the harbour vessels more than 30,000 GT	780.00

05.	Outer Anchorage (Vessels Awaiting Port Entry / Handling) Payable by all vessels and floating craft anchored outside harbor per 100GT or part thereof, per calendar day or part thereof	
5.1	01st Calendar day to 04th Calendar day	Free
5.2	From 05th day onwards	0.70

06.	Outer Anchorage for Other Vessels (Composite Charge) (per 100GT or part thereof, per 24hrs or part thereof)	
6.1	Composite charges for anchorage outside harbour for bunkering, ship's stores, repairs, survey, awaiting for PPL's instructions, crew change, disembarking sick crew members or calling for any other husbandry services.	2.20

Table 2-3 Model Port Tariff Structure – modified for comparison

Service group	Component/ type of service	Charging system			
		Basis	Units	Payer	Recipient
Navigation	Port dues	Size of ship	GRT	Shipping line	Port
	Pilotage	Size of ship Time	GRT Hours	Shipping line	Port/Pilotage Association
	Tug services	Tug time involved Size of ship	Number GRT	Shipping line	Port/ Tug owner
	Mooring/unmooring	Size of ship	GRT	Shipping line	Port
	Ancillary services	Various	Various	Shipping line	Port
	Berth hire	Time of ship alongside Size of ship	Hours GRT	Shipping line	Port
Berth	Wharfage	Volume/weight/size of cargo	Tonnes/ TEU/m ³	Consignee/ Consignor	Port
	Ancillary services	Amount consumed	Various	Shipping line	Port
	Stevedorage	Volume/weight/size of cargo	Tonnes/ TEU/m ³	Shipping line	Provider of service
	Wharf handling	Volume/weight/size of cargo	Tonnes/ TEU/m ³	Consignee/ Consignor	Provider of service
	Extra-movement	Volume/weight/size of cargo	Tonnes/ TEU/m ³	Consignee/ Consignor	Provider of service
Cargo operations	Special cargo handling	Volume/weight/size of cargo Type of special handling	Unit Types	Shipping line	Provider of service
	Storage	Time	Tonnes/ TEU/m ³ Days	Consignee/ Consignor	Provider of service
	Packing/unpacking	Volume/weight/size of cargo	Tonnes/ TEU/m ³ Unit type	Shipping line	Provider of service
	Equipment/service/ facility hire	Hours of use by item	Hours	Stevedore	Equipment/ services owner
Other Business	Real estate,licensing, management services and consultancy etc.	Various	Various	Hirer	Port
Lease	Dedicated costs	Lease area	Various	Lessee	Port
	Rental charge	Lease area	Various	Lessee	Port

Notes: GRT = gross registered tonnage

TEU = twenty-foot equivalent units

**PSA Charges
Structure**