



# PORT TARIFF

**Jazan City for Primary & Downstream Industries**

**Royal Commission for Jubail & Yanbu**

**Edition 1**



## **JCPDI PORT TARIFF**

## **PORT TARIFF AND CARGO HANDLING CHARGES**

## **SECTION A: GENERAL TERMS AND CONDITIONS**

EDITION 1 – 2022



Royal Commission for Jubail & Yanbu, JCPDI Port Division.

## JCPDI PORT TARIFF AND CARGO HANDLING CHARGES

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## SECTION A: DEFINITIONS AND CONDITIONS

This Port Tariff schedule and the below definitions and conditions are an integral part of the Port Regulations and Standard Terms and Conditions, which shall form the schedule of charges and govern the use of the Port or provision of services by Port & Terminals Operator/Operators and on behalf JCPDI Port Authority.

### 100 DEFINITION

In these Terms and Conditions, the following words and expressions shall have the following meanings, namely:

- 101 JCPDI** means Jazan City for Primary & Downstream Industries, in which the RCJY has been given authority to manage and operate by High Order No. 49901 dated 09/10/1436H, High Order No. 59160 dated 22/12/1438H, and Royal Order No. 59162 dated 22/12/1438H (formerly known as Jazan Economic City).
- 102 PORT, PORT AREA** means the port facility at JCPDI Port, in Jazan Region, Saudi Arabia with specified Port Code “**SAJEC**”. The Port basins, sites, waters, quay, anchorage, landing, on-shore and off-shore mooring posts, buoys and other similar works or facilities belonging to JCPDI Port or parties with which JCPDI Port has entered into cooperation agreement for the calculation and collection of port dues, marine dues, port handling services & charges.
- 103 PORT AUTHORITY** means the RCJY acting in its capacity as the overall regulator of the activities at the JCPDI Port, including without limitation as the regulator of this Tariff Book.
- 104 CARGO** shall mean any packed or unpacked freight whether containerized or otherwise, including without limitation, Bulk Cargo, Break-Bulk Cargo, Wheeled Vehicles, anything stowed within a Container or loose cargo not so stowed but which has been unpacked from or is intended for packing into a Container, and includes any passenger luggage and effects.
- 105 BULK CARGO** is a raw material cargo that is shipped in large unpackaged parcels. Bulk cargo consists of mostly unprocessed materials that are shipped by Bulk Vessel.
- 106 BREAK-BULK CARGO** shall mean any **general cargo** which is not containerized and shall include Cargo which has been removed from or is intended to be packed into a Container or platform or RORO unit
- 107 HAZARDOUS CARGO** means articles of any kind classified by IMO as hazardous for man and the environment.
- 108 IMDG CODE**, is referring to The International Maritime Dangerous Goods Code.
- 109 CONTAINER** shall mean any box or article of transport equipment (including tanks and flats) having a permanent character and being specially designed for the transportation of Cargo by one or more modes of transport, without intermediate reloading, and fitted

with devices permitting its ready handling particularly its transfer from one mode of transport to another.

- 110 REEFER CONTAINER** shall mean any Container designed or used for the transportation of refrigerated cargo.
- 111 CONTAINER YARD** shall mean any area of the terminal used for storage of Containers (whether full or empty) and Cargo.
- 112 WHEELED VEHICLES** shall include any motor car, single deck bus, articulated lorry, tractor unit, mini-bus, general goods vehicle, container chassis, trailer, tracked vehicle, bulldozer, crane truck, crawler crane, pile driver, excavator, tank lorry, fire engine (with or without appliances), refuse collection vehicle, forklift, double deck bus, bus chassis and any other industrial or construction equipment or vehicle.
- 113 DAY** shall mean a calendar day.
- 114 LINE** shall include any person (including without limitation shipping companies, ship owners and charterers) having any interest in a Vessel and may include a person who is an Operator.
- 115 LINE/OPERATOR** shall mean the Line and/or the Operator as may be applicable for the operation of Bulk, Containers, and Roll Off – Roll On (RO-RO) vessel(s) and including related equipment thereon.
- 116 PORT USERS / CUSTOMERS** All users of the Port (and to any individual, person, firm or corporation engaged in and/or responsible for the handling of a vessel and/or the movement of its cargo, including but limited to : vessel and/or cargo Agents, Charterers, Brokers, Freight Forwarders, Transporter, Shippers and Consignee) who are registered with the Port and who directly or indirectly enters into any contract, agreement or arrangement with the Port in relation to the transport, storage or distribution of Containers and/or Cargo including Break-Bulk / General Cargo and Dry Bulk Cargo and or Liquid Cargo and/or Roll Off - Roll On (RO-RO) units, Wheeled Vehicles or any matter connected therewith and includes without limitation exporters, importers, shippers and consignees, customs agent brokers thereof.
- 117 SHIPPING AGENT** shall mean a licensed shipping company or person who's fully responsible for preparing shipping documents, ensure the berth for incoming vessels, arrange for Pilot and Tug, dealing with Customs documentation, arrange for essential vessel supplies/provisions, crew transfers, bunkering, waste declarations and conveying instructions between the Line/Operator and the Port Operator are arranged with the Port without delay.
- 118 TERMINAL:** shall mean terminals at JCPDI Port and/or such further or other premises as may be designated by the Port Operator from time to time.
- 119 VESSEL** shall include any ship or boat (including for the avoidance of doubt, any lighter or barge) and including all equipment thereon.

- 120 GT/GRT** shall mean the Gross Tonnage (GT) of a vessel recorded in the valid National or International Tonnage Certificate, issue by vessel's national administration or classification society on behalf of the national administration, where a vessel or craft has a dual GT/GRT, then the higher figure applies.
- 121 TON** shall, unless otherwise specified, be regarded as 'Freight Ton' and shall be determined by a weight of 1000 kilos or a measurement of one cubic meter, whichever is greater.
- 122 CBM**, a volume of one cubic meter
- 123 DIRECT DELIVERY**, means discharging or loading of cargoes to or from any across the rail or ramp directly into or from a truck and/or trailer and/or similar vehicle, or conveyor belt system, without the cargo landed at the ground or jetty or terminal area, or the vehicle stopping in the Terminal area.
- 124 TRANSSHIPMENT**, the Transshipment Cargo or Transshipment Container or Transshipment RORO unit means goods or container or RORO unit landed from a Vessel and placed in the custody of the JCPDI Port and terminals for the purpose of in transit shipment on another nominated Vessel.
- 125 HARBOUR MASTER**, the Harbour Master of JCPDI Port designated by JCPDI Port Authority, who is also the head of the Marine Department of JCPDI Port. The Harbour Master rules, and safety regulation are accessible on the JCPDI Port website.
- 200 GENERAL CONDITIONS**
- 201 ADMINISTRATION & JURISDICTION** The administration and the management of JCPDI Port who has jurisdiction over all of the areas set out and here after called the Port Authority. This present tariff covers all of JCPDI Port activities.
- 202 PORT TARIFF**, shall mean the schedule of fees and charges apply for the Port, marine, cargo handling and services apply in JCPDI Port.
- 203 APPLICATION AND INTERPRETATION OF TARIFF**,  
The tariff, rules, and regulations inside this Port Tariff Book shall apply unless specified otherwise in written amendment. The Port Tariff is regularly updated. The validity date at the bottom of the document is for reference. JCPDI Ports reserve the right to amend, change, edit or alter from time to time any or all items under this Port Tariff schedule of changes, including terms and conditions or interpretations contained herein.  
These tariff, rules & regulations shall apply equally to all users of the Port (and to any individual, person, firm or corporation engaged in and/or responsible for the handling of a vessel and/or the movement of its cargo, including but limited to: vessel and/or cargo Agents, Charterers, Brokers, Freight Forwarders, Transporter, Shippers and Consignee) and generally shall apply to all traffic at the Port.
- 204 CONSENT TO TERMS OF TARIFF** The use of any channel(s), port, and/or terminal(s) or facility managed and/or monitored by JCPDI Port Authority and the Port/terminal operator shall automatically constitute agreement to the terms and conditions of this Port

Tariff book including, but not limited to vessels, their owners, crew, agents, and/or representatives, operators, charterers, mortgagors, mortgagees, cargo agents, stevedores, cargo owner, forwarders, customs broker agent, shippers and consignees, to be governed by all the rules and regulations, terms and conditions, abide by them and pay all rates and charges specified therein.

**205 CURRENCY**, all charges and rates mentioned in the schedule of charges are payable in Saudi Arabia Rial (SAR).

**206 VAT:** means any Value Added Taxes or similar excise taxes, sales added or use taxes (as defined in any relevant legislation in the relevant territory, as amended or re-enacted from time to time, and legislation supplemental to it) imposed or to be imposed upon any payment due to JCPDI Port pursuant to this Tariff, at the rate in force when the relevant supply is made and includes any tax or taxes of a similar nature substituted for, or levied in addition to, such as tax or taxes subject to Tax regulation issued by the Government of Saudi Arabia.

- i. VAT [refer to General Authority of Zakat & Tax for Transportation Sector Industry Guideline Version 1]
- ii. All amount in this tariff are VAT exclusive, any services provided or performed for handling cargo or vessel calls shall be subject to VAT rate according to 206 (i)
- iii. International transportation means (transporting passengers or Goods, either or both, if the first place of departure, or the final place of destination, is outside Saudi Arabia) according to VAT guideline referred in 206 (i)
- iv. Please refer to the Section-206 (i) - VAT Guidelines are subject to change without notice depending on the applicable law at the time.

**207 INSURANCE**

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

**208 PORT INVOICES AND PAYMENT**

The Client is required to pay the port invoices upon receipt of the invoice from the Port. The Client must pay all dues and charges to the Port after receiving the invoice and within 15 calendar days of the invoice receipt date by transferring the charged amount to the Port's bank account indicated in the invoice. In case any disputes of the invoices, the Client do not entitle to suspend payment.

**209 BANK GUARANTEES**

Refer to Regulation for Shipping agents JCPDI Port Version.

**210 CASH DEPOSITES**

Applies to Customs Broker.

In order to perform their service to represents their customers of cargo owner shipper and/or consignee interest within JCPDI Port, all Customs Broker agent registered in the



Port shall submit the cash deposit for the payment of all invoices and port handling transaction by a direct deduction before issuing the gate pass for the cargo delivery to or release from the Port.

Customs Broker agent shall top-up the balance of their Cash Deposit time to time and the Port shall facilitate to provide regular Statement of Account of cash deposit and transactions as reference.

## **211 CLAIM SUBMISSION**

Any claim made against damages condition or handling in JCPDI Port shall be made in writing to the JCPDI Port within Fifteen (15) days from the event giving rise to such claim. Failure to make a claim within this period shall cause the claim to be barred unless the claimant can demonstrate that it was not possible to make a claim within this period and that the claim was made in writing to JCPDI Port as soon as reasonably practicable. In any event JCPDI Port shall be discharged from all liabilities whatsoever, howsoever arising unless a suit or legal proceedings is brought, and written details served on JCPDI Port within one (1) month of the date when the event giving rise to the cause of action occurred.

## **212 APPLICABILITY**

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

## **213 PERFORMANCE OF THE SERVICES**

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

## **214 VISITORS GATE PASS**

All visitors to the Port require letters (or fax) from the vessel's Agent if the visitor intends to visit any vessel. Visitors will only be allowed to enter on submission of an acceptable proof of identity document. This document will be retained by the Pass Issuing Office so long as the visitor remains within the Port. Details of documents required for daily / weekly / monthly / annual passes are available from the Pass Issuing Office. Related Visitor Gate Pass charges as per Tariff Section-E item (905).



## SECTION B: PORT DUES AND MARINE DUES

The Port Dues and Marine Charges stated in Section B are collected from the OWNER or AGENT OF THE VESSEL.

The Tariff and Services described below are governed by the “Port Rules” and Standard Terms & Conditions for Businesses at JCPDI Port.

The charge for vessel shall be according to vessel’s capacity in GRT or GT (gross tonnage) or dual GRT which ever higher shall apply, as follows:

Tariff Code	Description	Tariff in SAR	Unit
<b>300</b>	<b>Port Dues</b> Port Dues will be levied on all vessels entering the Port Facility.		
<b>300.1</b>	Port Arrival Charge	1000	Per vessel call for any vessel
<b>300.2</b>	Port Departure Charge	1000	Per vessel call for any vessel
<b>301</b>	<b>Berth Charge</b> For any vessels utilizing the berth		
<b>301.1</b>	Up to 500 tons	500	Per day or part thereof
<b>301.2</b>	Over 500 tons up to 3,000 tons	1000	Per day or part thereof
<b>301.3</b>	Over 3,000 tons up to 15,000 tons	1500	Per day or part thereof
<b>301.4</b>	Over 15,000 tons	2000	Per day or part thereof
<b>302</b>	Waste Collection charge, for the vessel uses the service or not.	100	Per vessel per day or part thereof,
<b>303</b>	Passenger’s Charge	50	Per person

## REMARKS

1	<p><b>Exemptions:</b></p> <p>The following vessels will be exempted from paying the Marine service charges stated in (300), and (302) as above:</p> <p>a). Military vessels,</p> <p>b). Fuel supply vessels, water supply vessels, pleasure boats, fishing boats, tugs, service launch and barges,</p> <p>c). Unless if the vessels or tugs or boats occupied a space at a commercial berth, it will be applied half of the Berth charges as stated in (301).</p>
2	The Vessel capacity in gross tons may be GRT or GT or dual GRT, whichever higher shall be applied for the charges.
3	The Berth usage starts when the vessel arrived at berth and ends with the departure from berth. Every 24 hours or part thereof will be calculated as a day.
4	The Anchorage usage starts from the vessel arrival time at the anchorage area and ends with the departure of the vessel from anchorage area. Every 24 hours or part thereof will be calculated as a day.
5	Conditions of the Berth Charges (302) and Anchorage Usage Charge (306.1) will not be collected for the following reasons: The time spent at anchorage and/or berth usage without cargo handling for period of more than 24 hours for a reason which is not the responsibility of the Vessel or Agent and/or per instruction from Government/Authority.

### 304 MARINE DUES

Tariff Code	Description	Tariff in SAR	Unit
<b>304</b>	<p><b>Marines Service Charge,</b></p> <p>Charges for Pilotage, Mooring, Un-Mooring and Services of the Marine Control Tower, including use of Tugs, Mooring launches and pilot launch will be collected per vessel movement during the vessel arrival or departure, shall be according to the vessel's capacity in GRT or GT (gross tonnage). It will be chargeable at accumulation tariff per ton of each tier out of total vessel's capacity in GRT/GT itself.</p>		
<b>304.1</b>	Up to 500 tons	500	Lumpsum per vessel movement
<b>304.2</b>	Over 500 tons up to 3,000 tons	1.00	Per ton per vessel movement
<b>304.3</b>	Over 3,000 tons up to 15,000 tons	0.15	Per ton per vessel movement
<b>304.4</b>	Over 15,000 tons	0.10	Per ton per vessel movement

## REMARKS:

Terms & Conditions of Marine Charges stated in (304)

1	It will be collected whether all or part of the services are provided for the vessel.
2	It will be collected at half for the vessel which do not require tugs service,
3	It will be collected at double for the vessel which require special assistance such as the engine out of order or damages or not under command or has defective steering, etc.
4	It will be collected for the vessel shifting from one berth to another berth per the vessel or agent's request.
5	The Marine Dues described in all items (304) and Additional Marine and general Service Charges described in all items (305) are applied for all commercial vessels traffic and berthing/unberthing at Bulk & Break-Bulk Terminal and Container Terminal, excluding the tanker vessels traffic and berthing/unberthing at Saudi Aramco's Liquid Terminal's on-shore jetty and off-shore SPM operation.

## 305 ADDITIONAL MARINE SERVICES CHARGES

Charges to use the Marine craft and general services:

Tariff Code	Description	Tariff in SAR	Unit	
305.1	<b>Marine Service – Tug</b>			
	a). The additional Tug charges are collected during normal use as below.			
	b). In case of emergencies such as rescue operations, fire extinguishing, etc, the Tug charge is collected <b>triple</b> of tariff as below.			
	a)	Up to 1200 HP	660	Per hour or part thereof from the departure time of tug from the berth until it returns.
	b)	Over 1200 HP up to 2000 HP	1650	
c)	Over 2000 HP up to 4000 HP	2200		
d)	Over 4000 HP	3300		
Tariff Code	Description	Tariff in SAR	Unit	

<b>305.2</b>	<b>Marine Service – Pilot Launch</b>		
a)	Up to 500 HP	200	Per hour or part thereof from the departure time of pilot launch from the berth until it returns.
b)	Over 500 HP up to 1000 HP	500	
c)	Over 1000 HP	800	
<b>305.3</b>	<b>Marine Service – Pilotage</b> a). This charge applies if the Pilot attends a vessel, but his service is not required for reasons beyond Pilot's control. b). Charges for pilotage are based on capacity of vessel in GRT or GT (gross tonnage) and will be collected as follows:		
a)	Up to 500 tons	200	Per movement
b)	Over 500 tons up to 3000 tons	500	Per movement
c)	Over 3000 tons up to 15,000 tons	1000	Per movement
d)	Over 15,000 tons up to 50,000 tons	1500	Per movement
e)	Over 50,000 tons	2000	Per movement
f)	Pilotage for special services, additional	400	Per hour or part thereof
<b>305.4</b>	<b>Marine Service – Fire Fighting Vessel</b>		
a)	Up to 1000 HP	2750	Per hour or part thereof from the departure time of vessel from the berth until it returns.
b)	Over 1000 HP up to 2000 HP	3850	
c)	Over 2000 HP up to 4000 HP	5500	
d)	Over 4000 HP	11000	
<b>305.5</b>	<b>Marine Service – Pollution Control Vessel</b>		
a)	Up to 5000 HP	3850	Per hour or part thereof from the departure time of vessel from the berth until it returns
b)	Over 5000 HP	5500	

<b>305.6</b>	<b>Marine Service – Barges assist in Pollution Control.</b>		
a)	Up to 200 tons (GRT)	3850	Per hour or part thereof from the departure time of Barges from the berth until it returns
b)	Over 200 tons (GRT)	5500	
<b>305.7</b>	<b>Marine Service – Hydrographic Survey Boat</b>		
a)	Up to 1500 HP	3000	Per hour or part thereof from the departure time of vessel from the berth until it returns
b)	Over 1500 HP	5000	
<b>305.8</b>	<b>Marine Service – Other Marine Craft</b>		
a)	Mooring Boat	110	Per hour or part thereof from the departure time of Craft from the berth until it returns
b)	General services boat	110	
c)	Towing Launch	110	
e)	Diving vessel	800	
f)	Bunkering vessel	500	
g)	Barge	2	Per dead weight ton of the Barge per day or part thereof
<b>305.9</b>	<b>Marine Service – Water Supply to Vessel</b>		
a)	From the berth	20	Per ton or part thereof
b)	By Water barges	25	Per ton or part thereof
<b>305.10</b>	<b>Marine Service – Oil Barrier (Booms)</b>		
a)	Light or medium barrier	150	For each 10 meters per day or part thereof
b)	Deep water barrier	300	For each 10 meters per day or part thereof



<b>305.11</b>	<b>Marine Service – Provision of services to the vessel in the anchorage area by use of general service launch</b>		
a)	Transfer of drums/barrels	30	Per drum (barrel)
b)	Transfer of supplies, etc.	250	Per hour or part thereof from the departure time of Launch from the berth until it returns
c)	Transfer of persons	100	

### 306 GENERAL SERVICE CHARGES

Tariff Code	Description	Tariff in SAR	Unit
<b>306.1</b>	<b>Anchorage Usage Charge</b>		
a)	Up to 3,000 tons	250	Per day or part thereof
b)	Over 3,000 tons	500	Per day or part thereof
<b>306.2</b>	<b>General Service – Use of non-commercial berth for any Marine craft</b>		
a)	Up to 20 meters in overall length	100	Per day or part thereof
b)	Over 20 meters up to 40 in overall length	200	Per day or part thereof
c)	Over 40 meters in overall length	500	Per day or part thereof
<b>306.3</b>	<b>General Service – Slipway (ramp)</b>		
a)	For vessel up to 36 meters in overall length	2000	For the first day or part thereof including preparation and lifting works.
		600	For each subsequent day or part thereof
b)	For vessel over 36 meters in overall length	3000	For the first day or part thereof including preparation and lifting works.
		1000	For each subsequent day or part thereof



Tariff Code	Description	Tariff in SAR	Unit
<b>306.4</b>	<b>General Service – Idle Time</b> For which the vessel owner or ship's agent responsibility		
a)	Container vessels discharged by specialized container cranes	6300	Per crane per hour or part thereof
b)	RO-RO Vessels	3000	Per crane per hour or part thereof
c)	Break-Bulk cargo vessels and others	500	Per gang hour or part thereof
<b>306.5</b>	<b>General Service – Hatch Cover</b>		
a)	Using additional equipment for lifting the Hatch Cover	300	Per cover per move
<b>306.6</b>	<b>ANY OTHER MARINE SERVICES</b> Such as rescue, pollution control, or fire-fighting operations will be charged at the rate of actual cost plus <b>20%</b> . The actual cost is calculated as follows:		
a)	Value of materials used		
b)	Charge for equipment used according to the Section-E		
c)	Charge for other equipment used which are not covered by Section-E will be computed based on cost of operation, maintenance and depreciation.		
d)	Labor charge	50	Per person per hour or part thereof
e)	Supervisor charge	100	Per person per hour or part thereof
f)	Senior Supervisor charge	200	Per person per hour or part thereof
d)	Diver	1000	Per person per hour or part thereof

Tariff Code	Description	Tariff in SAR	Unit
<b>306.7</b>	<b>ANY OTHER NON-MARINE SERVICES</b>		
	Such as cleaning vessels hull/hatches, repair of damaged cargo boxes, handling of cargo which requires special equipment and/or treatment will be charged at the rate of actual cost plus <b>20%</b> .		
	The customer requesting the service must provide the materials used. The actual cost will be calculated as follows:		
a)	Charge for the equipment used in accordance with Section E.		
b)	Labor charge	10	Per person per hour or part thereof
c)	Skilled Labor or Technician charge	20	Per person per hour or part thereof
d)	Engineer or Supervisor charge	30	Per person per hour or part thereof
<b>306.8</b>	<b>GENERAL SERVICE – SECURITY SERVICE</b>		
	Provided to vessels arriving to Saudi Arabia at JCPDI Port, which is in the case of second level of security		
a)	Provide a security officer (border guards)	327	For each security officer per hour or part thereof
b)	Provide a security (border guards)	197	For each security officer per hour or part thereof
c)	Provide security patrol vehicle (border guards)	350	For each patrol car per hour or part thereof
d)	Provide security boat, seaside (border guards)	581	For each patrol boat per hour or part thereof
f)	Provide a security barrier "concrete or plastic" (port)	45	Per barrier per hour or part thereof
g)	Provide lighting towers (port)	400	Per Lighting tower per hour or part thereof

## SECTION C: CONTAINER HANDLING CHARGES

### SUB-SECTION C1. CHARGES COLLECTED FROM VESSEL OWNER OR AGENT

Item No	Description	20ft in SAR	40ft in SAR	Over 40ft in SAR	Unit
<b>400</b>	<b>CONTAINER HANDLED ON CELLULAR VESSEL</b>				
400.1	Import Full container	300	450	560	Per Unit /move
400.2	Import Empty container	280	420	560	Per Unit /move
400.3	Export Full container	280	420	560	Per Unit /move
400.4	Export Empty container	300	450	560	Per Unit /move
400.5	Transshipment Full Container (billing is per move of inbound Ship to Shore or outbound Shore to Ship basis at 50% charge)	280	420	560	Per Unit / 2moves from Ship to CY and from CY to Ship
400.6	Transshipment Empty Container (billing is per move of inbound Ship to Shore or outbound Shore to Ship basis at 50% charge)	280	420	560	Per Unit / 2moves from Ship to CY and from CY to Ship
400.7	Re-stow by Shifting container on board from cell to cell	280	420	560	Per Unit /move
400.8	Re-stow container from Ship to Shore and Shore to Ship	280	420	560	Per Unit / 2moves
<b>401</b>	<b>CONTAINER HANDLED ON NON-CELULAR VESSEL</b>				
401.1	Import Full Container	450	700	740	Per Unit /move
401.2	Import Empty container	450	700	740	Per Unit /move
401.3	Export Full container	450	700	740	Per Unit /move
401.4	Export Empty container	450	700	740	Per Unit /move

Item No	Description	20ft in SAR	40ft in SAR	Over 40ft in SAR	Unit
401.5	Transshipment Full Container (billing is per move of inbound Ship to Shore or outbound Shore to Ship basis at 50% charge)	400	600	740	Per Unit / 2moves
401.6	Transshipment Empty Container (billing is per move of inbound Ship to Shore or outbound Shore to Ship basis at 50% charge)	400	600	740	Per Unit / 2moves
401.7	Re-stow by Shifting container on board from cell to cell	400	600	740	Per Unit /move
401.8	Re-stow container from Ship to Shore and Shore to Ship	400	600	740	Per Unit / 2moves
<b>402</b>	<b>CONTAINER HANDLED ON RORO VESSEL</b>				
402.1	Full Container	270	400	540	Per Unit /move
402.2	Empty Container	270	400	540	Per Unit /move
402.3	Transshipment Full Container (billing is per move of inbound Ship to Shore or outbound Shore to Ship basis at 50% charge)	270	400	540	Per Unit / 2moves
402.4	Transshipment Empty Container (billing is per move of inbound Ship to Shore or outbound Shore to Ship basis at 50% charge)	270	400	540	Per Unit / 2moves
<b>403</b>	<b>CONTAINER WITH HAZARDOUS / DANGEROUS CARGO</b>				
a)	Surcharge of Full container handling per item (400), (401), (402) above	Plus 25%	Plus 25%	Plus 25%	Per Unit /move
<b>404</b>	<b>LOCAL REEFER CONTAINER POWER &amp; MONITORING CHARGE</b>				
	Connecting Full Reefer container (local import) to the power supply or monitoring of temperature				
a)	for any period of the first 3 days after discharging time from vessel	200	200	200	Per Unit (per day) or part thereof



Item No	Description	20ft in SAR	40ft in SAR	Over 40ft in SAR	Unit
<b>405</b>	<b>TRANSSHIPMENT REEFER CONTAINER POWER &amp; MONITORING CHARGE</b> Connecting Full Reefer container (Trans-shipment) to the power supply or monitoring of temperature				
a)	for any period of the first 3 days after discharging time from vessel	400	400	400	Per Unit (per day) or part thereof
b)	for any period after the first 3 days and onward	200	200	200	Per Unit (per day) or part thereof
<b>406</b>	<b>LOCAL CONTAINER STORAGE CHARGE</b>				
<b>406.1</b>	<b>LOCAL CONTAINER STORAGE CHARGE OF EMPTY CONTAINER - IMPORT</b> Container storage charge for local import of <b>Empty</b> container.				
a)	First 10 days from the arriving date to the port	Exempted	Exempted	Exempted	
b)	From 11 up to 15 day	50	100	100	Per Unit per day or part thereof
c)	From 16 up to 20 day	100	150	150	Per Unit per day or part thereof
d)	From 21 day and onward	150	200	200	Per Unit per day or part thereof
<b>406.2</b>	<b>LOCAL CONTAINER STORAGE CHARGE OF EMPTY CONTAINER - EXPORT</b> Container storage charge for local export of <b>Empty</b> container.				
a)	First 5 days from the arriving date to the port	Exempted	Exempted	Exempted	
b)	From 6 up to 10 day	50	100	100	Per Unit per day or part thereof
c)	From 11 up to 20 day	100	150	150	Per Unit per day or part thereof
d)	From 21 day and onward	150	200	200	Per Unit per day or part thereof



Item No	Description	20ft in SAR	40ft in SAR	Over 40ft in SAR	Unit
<b>407</b>	<b>TRANSSHIPMENT CONTAINER STORAGE CHARGE</b> Container storage charge for transshipment of <b>Empty &amp; Full</b> container.				
a)	First 30 days from the arriving date to the port	Exempted	Exempted	Exempted	
b)	From 31 up to 40 days	6	12	12	Per Unit per day or part thereof
c)	From 41 up to 50 days	30	60	60	Per Unit per day or part thereof
d)	From 51 up to 60 days	60	120	120	Per Unit per day or part thereof
e)	From 61 days and onward	300	400	400	Per Unit per day or part thereof
<b>408</b>	<b>TRANSSHIPMENT CONTAINER - CROSS DOCKING LCL/LTL</b>				
a)	Container stripping, sorting, and stacking of the split container LCL (Less Container Loading) or trailer LTL (Less Truck Loading)	850	1700	2250	Per Unit
<b>409</b>	<b>TRANSSHIPMENT CONTAINER - ADDITIONAL HANDLING</b>				
409.1	Any additional movement of container, flat or trailer within the Port area as per the request of the Vessel's Owner or Agent	60	60	60	Per Unit /move
409.2	Additional equipment requires to handle the transshipment container	300	300	300	Per Unit /move
409.3	Stripping the transshipment container (palletized)	120	120	120	Per Unit
409.4	Stuffing the transshipment container (palletized)	120	120	120	Per Unit
409.5	Transfer the long-stay transshipment container to the Customs Auction yard	200	200	200	Per Unit

Item No	Description	SAR / Unit	Unit
<b>410</b>	<b>LOCAL CONTAINER - ADDITIONAL HANDLING</b>		
410.1	Any additional movement of container within the Port area as per the request of the Vessel's Owner or Agent	60	Per Unit per move
410.2	Additional equipment requires to handle the local export or import container	300	Per unit per move
<b>411</b>	<b>CONTAINER GATE PASS AND HANDLING CHARGE</b>		
	a). Apply for Export Full or Export Empty and Import Empty container b). The charges are including inspection or handling to and from trucks and trailers inside the Port yards	120	Per unit container

#### REMARKS

1	<b>The scope of services covered by the charges for loading and discharging between vessel and the berth as shown in (400), (401), (402) as above:</b>
1.1	<p><b>Services are included:</b></p> <ul style="list-style-type: none"> <li>• Lashing and Unlashing of containers and RO-RO cargo on vessels with standard fitting.</li> <li>• Opening and closing of Hatches cover.</li> <li>• Provision of workers.</li> <li>• Provision of associated gears for cargo handling such as pallets, ropes &amp; lifting wires.</li> <li>• Provision of Head Trucks and Forklifts for RO-RO operations</li> <li>• Provision of specialized cranes for handling containers at the container vessels</li> <li>• Provision of Break Bulk &amp; Bulk Cargo handling equipment at Break Bulk or Bulk Cargo vessels</li> <li>• Tallying &amp; Counting of cargo and providing the goods receiving/delivery report.</li> <li>• Overtime.</li> <li>• Supervision of cargo handling on vessel and berth.</li> <li>• Use of Port's barges.</li> <li>• The charges will be collected whether all or parts of the above services are provided.</li> </ul>
1.2	<p><b>Services are not included:</b></p> <ul style="list-style-type: none"> <li>• Any other equipment not included in the above-mentioned services.</li> <li>• Handling of cargo damaged because of marine incidents will be charged as per item (306.7), for non-marine additional services.</li> <li>• The idle time for which the vessel Owner or Agent is responsible will be charged as per idle time item (306.4)</li> <li>• Re-stowing of cargo destined for other Ports on board will be charged as per cargo re-stowing item (400.7), (400.8), (401.7), (401.8)</li> </ul>

## SUB-SECTION C2. CHARGES COLLECTED FROM THE CARGO OWNER

Item No	Description	20ft in SAR	40ft in SAR	Over 40ft in SAR	Unit
500	<b>Port Service Charge</b>	330	550	550	Per Unit
	<ul style="list-style-type: none"> <li>i. The port services charge shown in (500) above shall be collected for moving the container after discharged from the vessel to the import yard and lift on to the consignee's truck to be delivered and vice versa in the case of export, whether performing the whole or part of the service.</li> <li>ii. The cargo received in the re-export status shall be exempted from the charges which the ports service fee shall be collected from the cargo owner in accordance with the items (500) and shall be collected upon the entry of any such cargo into the Kingdom.</li> <li>iii. <b>Extra 20%</b> obtained in wage is collected in the case of dangerous cargo.</li> </ul>				
501	<b>CUSTOMS INSPECTION HANDLING</b>				
a)	Charge for providing handling services for customs inspection of import Full container	460	550	550	Per Unit
	<p><b>The custom inspection handling service is including:</b></p> <ul style="list-style-type: none"> <li>i. moving the container by terminal trailers to the X-Ray customs inspection area</li> <li>ii. moving the container after the completion of the Customs inspection to the delivery area</li> <li>iii. moving the containers if the cargo contents do not require Customs inspection and to be unloaded to the delivery area.</li> <li>iv. handling charge in the case of a customs clearance (Fasah) request, stripping the container and returning it to the container in the case that the goods inside are stowing in such a way that their contents can be unloaded and returned mechanically with cargo handling equipment.</li> <li>v. <b>Over Gauge (OOG) Cargo in container.</b> For any 20ft Flat container content with OOG-Over Length will be charged <b>per 40ft's</b>, and any 40ft Flat container content with OOG-Over Length will be charged <b>per Over 40ft's</b>.</li> </ul>				



Item No	Description	20ft in SAR	40ft in SAR	Over 40ft in SAR	Unit
<b>502</b>	<b>ADDITIONAL SERVICES CONTAINER HANDLING</b>				
502.1	<b>SHIFTING</b> Each additional movement by the cargo owner's request	80	80	80	Per Unit
502.2	<b>STRIPPING</b> Unload the cargo from container/ trailer (palettized)	180	180	180	Per Unit
502.3	<b>STUFFING</b> Reload the cargo into container/ trailer (palletized)	180	180	180	Per Unit
502.4	<b>UNPLATTETIZED CARGO</b> In addition to the stipulated above (502.2) and (502.3), the following charge will be collected if the goods are stowed un-palletized in the container in a way that cannot be handled with cargo handling equipment.	1000	1250	1250	Per Unit
502.5	Transfer the long stay containers to the Customs auction yard	200	200	200	Per Unit
502.6	Failure of cargo owner to attend at the date specified for customs inspection for the container goods, will lead to the containers being returned to the container stacks, and this results in setting a new date at charges	240	240	240	Per Unit /activity
<b>503</b>	<b>CROSS DOCKING</b> Move the cargo by stripping from one container or trailer and stuffing to another container or trailer (for non-customs use).				
503.1	Non-Refrigerated cargo	360	360	360	Per Unit
503.2	Refrigerated cargo	500	500	500	Per Unit

Item No	Description	20ft in SAR	40ft in SAR	Over 40ft in SAR	Unit
<b>504</b>	<b>CONTAINER STORAGE</b>				
<b>504.1</b>	<b>CONTAINER STORAGE - IMPORT FULL CONTAINER</b>				
a)	First 5 days from discharged at port	exempted	exempted	exempted	
b)	From day 6 up to day 10	350	450	450	Per Unit per day or part thereof
c)	From day 11 up to day 15	400	500	500	Per Unit per day or part thereof
d)	From day 16 and more	500	600	600	Per Unit per day or part thereof
<b>504.2</b>	<b>CONTAINER STORAGE - EXPORT FULL CONTAINER</b>				
a)	First 10 days from the arriving to the port	exempted	exempted	exempted	
b)	From day 11 up to day 14	250	350	350	Per Unit per day or part thereof
c)	From day 15 up to day 20	400	500	500	Per Unit per day or part thereof
d)	From day 21 and more	500	600	600	Per Unit per day or part thereof



Item No	Description	20ft in SAR	40ft in SAR	Over 40ft in SAR	Unit
<b>505</b>	<b>REEFER CONTAINER POWER &amp; MONITORING CHARGE</b>				
505.1	<b>IMPORT FULL REEFER CONTAINER</b> For any period after the first 3 (three) days arrival at port	200	200	200	Per Unit per day or part thereof
505.2	<b>EXPORT FULL REEFER CONTAINER</b> For any period from the first day arrival at port	200	200	200	Per Unit per day or part thereof
<b>506</b>	<b>ADDITIONAL SERVICE - CONTAINER</b>				
	Any other services will apply additional charges based on actual cost.  The service applicant is obligated to secure the materials used.  Actual cost is calculated as follows:		Plus 10%		
a)	Charge for the equipment used		.		in accordance with Section E Annexure
b)	Labor		10		Per person per our or part thereof
c)	The wages of skilled or technical workers		20		Per person per hour or part thereof
d)	The fees of the engineer or supervisor		30		Per person per hour or part thereof



## SECTION D: NON-CONTAINER CARGO HANDLING CHARGES

### SUB-SECTION D1: CHARGES COLLECTED FROM VESSEL OWNER OR AGENT

Item No	Description	Tariff in SAR	Unit
<b>600</b>	<b>CARGO LOADING / UNLOADING FROM VESSEL</b>		
600.1	Break-Bulk / General Cargo	20	Per ton or cubic meter, which ever higher, or part thereof.
600.2	Bagged cement handled by customer with their own equipment	8	Per ton or part of it
	<p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>a) The Charges stated in 600 as above, applies for Import and Export of local cargo, but excluding the transshipment cargo.</li> <li>b) Break-Bulk cargo includes all type of cargo excluding vehicles, self-powered equipment, livestock, bulk cargo, cargo loaded in flats or trailers.</li> <li>c) Break-Bulk cargo which requires special equipment and/or special treatment for handling will be charged as per item (600.1) above, plus the charges for the additional services provided per (306.7)</li> <li>d) Extra 20% charge is collected in the case of hazardous cargo handling.</li> <li>e) Break-Bulk cargo handled by STS Container Quay Crane will be charged triple the rate stated in (600,1) above.</li> </ul>		
<b>601</b>	<b>BULK CARGO</b>		
601.1	Bulk cargo	8	Per ton or part thereof
601.2	Bulk cargo for the Consignee/Shippers having facilities within the port, handled by themselves and their own equipment, including cargo handled at the project berths in the Industrial Port.	4	Per ton or part thereof
601.3	Export bulk cement and cement clinker, handled by the Shipper by their equipment	1	Per ton or part thereof
601.4	Oil, gas and liquid petroleum products handled at specialized berth.	1	Per ton or part thereof

602	<b>LIVESTOCK</b>		
602.1	Sheep	3	Per head
602.2	Other livestock	7	Per head
<b>603</b>	<b>RO-RO OPERATIONS</b> <b>Vehicle and self-powered equipment.</b> It will be changed as per their weight as follows:		
a)	Less than 3 tons	140	Per unit
b)	3 tons to 10 tons	200	Per Unit
c)	Over 10 tons up to 40 tons	540	Per Unit
d)	Over 40 tons	1350	Per Unit
	<b>Notes:</b> <ul style="list-style-type: none"> <li>i. The Head-Truck will be charged as per (603) above and the Trailer attached to the Head-Truck will be charged as per Trailer charge item (604).</li> <li>ii. Vehicles and self-powered equipment, which cannot be driven roll on/roll off from the vessel for any reason such as shortage of fuel or if required to be discharged/loaded by crane will be charged <b>triple</b> the rate stated in (603) above.</li> <li>iii. Heavy Equipment/Vehicles must be shipped on trailers or flats will be charged as per trailer item (604). Except the Vehicle is equipped and driven roll on/roll off and it will not affect the ports facilities, it shall be charged as per item (603) above.</li> </ul>		
<b>604</b>	<b>TRAILER BY RORO VESSEL (RORO OPERATIONS)</b>		
a)	20 feet or less	270	Per Unit
b)	Over 20 feet up to 40 feet	400	Per Unit
c)	Over 40 feet	540	Per Unit
<b>605</b>	<b>PREFABRICATED UNIT</b>		
a)	20 feet or less	450	Per Unit /move
b)	Over 20 feet	700	Per Unit /move

Item No	Description	Tariff in SAR	Unit
<b>606</b>	<b>TRANSSHIPMENT &amp; TRANSIT CARGOES.</b> The charge mentioned below are for 2 moves including the handling process from or to the vessels		
606.1	Break-Bulk / General Cargo	15	Per ton or cubic meter or part thereof whichever is higher
606.2	Bulk cargo	8	Per ton or part of it
606.3	Bulk cargo for projects built in ports, handled by their knowledge and equipment, including goods handled in project docks in industrial ports	4	Per ton or part of it
	<p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>• General cargo includes all cargo except: (cars and self-powered equipment, livestock, bulk cargo, cargo loaded in containers or on flats or trailers).</li> <li>• General cargo which requires special equipment for handling and / or special treatment to be paid as provided in (606.1) above, in addition to the charges for additional services provided to it in accordance with (606.9).</li> <li>• General cargo which requires special equipment for handling obtained <b>three (3x) times</b> of the charge stipulated in the item (606.1) above.</li> </ul>		
606.4	<p><b>TRANSSHIPMENT - REFRIGERATED CARGO STORAGE</b> <b>For refrigerated and frozen cargo</b> These wages shall be collected in addition to the storage charges provided in item (407)</p>		
a)	Any period of the first 3 days	10	Per ton or part thereof
b)	Starting from 4 day and above	10	Per ton per day or part thereof
606.5	<p><b>TRANSSHIPMENT RO-RO OPERATIONS</b> <b>Vehicle and self-powered equipment.</b> It will be changed as per their weight as follows:</p>		
a)	Less than 3 tons	100	Per unit
b)	3 tons to 10 tons	150	Per Unit

c)	Over 10 tons up to 40 tons	400	Per Unit
d)	Over 40 tons	1000	Per Unit
	<p><b>Note</b></p> <ul style="list-style-type: none"> <li>The Head Truck shall be treated according to item (606.5) above, and the trailer attached to the head shall be treated according to the trailer item (604).</li> <li>Cars and Self-Powered Equipment that can't be driven from or to the vessels for any reason such as the vessels isn't suitable or lack of fuel, in this case it shall be paid three times the charge provided for in paragraph (606.5) above.</li> <li>excavator vehicles must be on trailers or flats and treated according to trailers item (606.5). If it is equipped so that its command does not affect the port equipment, it shall be treated in accordance with item (606.5) above.</li> </ul>		
<b>606.6</b>	<b>TRANSSHIPMENT LIVESTOCK</b>		
a)	Sheep	2	Per head
b)	Other livestock	5	Per head
<b>606.7</b>	<b>TRANSSHIPMENT PRE-FABRICATED UNIT</b>		
a)	20 feet or less	400	Per Unit /move
b)	Over 20 feet	600	Per Unit /move
<b>606.8</b>	<b>TRANSHIPMENT STORAGE FOR THE REST OF CARGOES</b>		
a)	Storage charge from the vessel discharge up to departure date of the cargo from the port	10	Per ton per day or part thereof
	<p>Note:</p> <ol style="list-style-type: none"> <li>Storage fees shall be collected for the period that the cargo will stay in the port after the end of 13 days from the date unloading the good, and the holidays not counted.</li> <li>Including for RORO unit Transshipment storage</li> <li>Excluding from storage fees: bulk goods in silos of cement, grains, oils, chemicals, etc.</li> </ol>		



<b>606.9</b>	<b>TRANSSHIPMENT - ADDITIONAL SERVICE</b>		
	Any other services to be paid based on (actual cost + 20%). The service applicant is obligated to secure the materials used. The actual cost is calculated as follows:		
a)	Charge for the equipment used		in accordance with Schedule B Annex
b)	Operator	10	Per man hour or part thereof
c)	The wages of skilled or technical operator	20	Per man hour or part thereof
d)	The fees of the engineer or supervisor	30	Per man hour or part thereof

Continue.....





## SUB-SECTION D2: CHARGES COLLECTED FROM CARGO OWNER

Item No	Description	Tariff in SAR	Unit
<b>700</b>	<b>PORT SERVICE CHARGES</b> • Apply for import and export cargo		
<b>700.1</b>	Break-Bulk / General Cargo	35	Per Ton or part thereof
700.2	Cars and equipment	60	Per Ton or part thereof
700.3	Cargo and food items	20	Per Ton or part thereof
700.4	Cement	11	Per Ton or part thereof
700.5	Bulk cargo (including food and bulk goods handled in silos, cement, grains, oils, etc.) excluding oil and its liquid and gas derivatives	6	Per Ton or part thereof
700.6	Exported Bulk cement and clinker	4	Per ton or part thereof
<b>700.7</b>	<b>Livestock</b>		
a)	Sheep	5	Per head
b)	Other livestock	10	Per head
<b>700.8</b>	<b>Flat and Trailer Export</b>		
a)	20 ft or less	330	Per Unit
b)	40 ft	550	Per Unit
c)	Over 40 ft	550	Per Unit
	<b>NOTE</b> i. General cargo (700.1) includes all goods except cars and self-powered equipment, livestock, bulk cargo, cargo loaded on flats or trailers. ii. Extra 20% surcharge is collected in the case of handling the dangerous cargo. iii. The port services fees shown in (700.1) to (700.5) and (700.7) as above, shall be collected for the transport of the cargo after discharged from the		



	<p>vessel to the transitional sheds or storage yards and placing them in the stable after the sorting process and then transfer them to the customs inspection yard/warehouse and then to the transport modes of the cargo owners and vice versa in the case of export, whether the full or part of the service.</p> <p>iv. The port services fees shown in (700.5) and (700.6) as above shall be collected for the use of the port infrastructure.</p> <p>v. The port services fees shown in (700.8) above shall be collected for moving the containers, flats and other trailers after discharged from the vessel to the import yard for the cargo and stowing it before lift-on to the consignee's transportation to be delivered and vice versa in the case of export whether performing the whole or part of the service.</p> <p>vi. The cargo received in the re-export status shall be exempted from the charges which the ports shall collect from the cargo owner in accordance with the items (700.1 to 700.8) and shall be collected upon the entry of any such cargo into the Kingdom.</p> <p>vii. <b>Extra 20%</b> obtained in wage is collected in the case of dangerous goods</p>		
<b>701</b>	<b>STORAGE CHARGE</b>		
a)	Storage Charge	20	Per Ton or part thereof
	<p>i. The storage charge shall be calculated for general cargo/break-bulk (exported and imported cargo) for the period in which the goods remain in the port 21 days after the date of discharged of cargo from the vessel and transfer it to the Customs Department, the cases did not include the national holidays.</p> <p>ii. Storage charges shall also be collected (except for containers and general cargo) remain in the port 10 days after the date of unloaded of the cargo and transfer it to the Customs Department, the case did not include the national holidays.</p> <p>iii. Excludes storage costs: bulk cargo in silos of cement, grains, oils, chemicals and so on, and project berths in the industrial port.</p>		

## SECTION E: EQUIPMENT AND SERVICES FEE

Item No	Description	Tariff in SAR	Unit
<b>800</b>	<b>HANDLING EQUIPMENT</b>		
<b>801</b>	<b>MOBILE CRANE CHARGE</b>		
a)	Less than 20 ton	300	Per hour or part thereof
b)	From 20 ton to less than 30 ton	400	Per hour or part thereof
c)	From 30 ton to less than 90 ton	500	Per hour or part thereof
d)	From 90 ton to less than 200 ton	900	Per hour or part thereof
d)	more than 200 ton	1150	Per hour or part thereof
<b>802</b>	<b>FORKLIFT CHARGES</b>		
a)	Less than 6 ton	100	Per hour or part thereof
b)	From 6 ton to less than 10 ton	200	Per hour or part thereof
c)	From 10 ton to less than 20 ton	300	Per hour or part thereof
d)	20ton and more	400	Per hour or part thereof
<b>803</b>	<b>TRAILER &amp; HEAD TRUCK CHARGES</b>		
803.1	Trailer	50	Per hour or part thereof
803.2	Head truck (with driver)	150	Per hour or part thereof
<b>804</b>	<b>ELECTRICITY/POWER SUPPLY</b>		
a)	Electricity/Power supply charge is on actual	Plus 20%	per official electricity rate
Item No	Description	Tariff in SAR	Unit

Item No	Description	Tariff in SAR	Unit
<b>805</b>	<b>WEIGHTBRIDGE CHARGES</b>		
a)	Less than 10 tons	20	Per unit
b)	More than 10 tons up to 50 tons	40	Per unit
c)	More than 50 tons	60	Per unit
	<p><b>Note:</b></p> <ul style="list-style-type: none"> <li>The weight is included the empty truck and with cargo loaded.</li> <li>This charge shall be collected if the weighing of the car is upon the request of the cargo owner or agent, and it does not occur in cases where the weighing is taken upon the request of the port administration.</li> </ul>		
<b>900</b>	<b>MISCELLANEOUS CHARGES</b>		
<b>901</b>	<b>STORAGE CHARGES AT ON-DOCK WAREHOUSE/CFS (NON- BONDED STATUS)</b>		
901.1	Period 1 to 7 days	10	Per freight ton per day or part thereof
901.2	Period 8 to 14 days	20	Per freight ton per day or part thereof
901.3	Period 15 to 30 days	25	Per freight ton per day or part thereof
901.4	Period 30 and above	35	Per freight ton per day or part thereof
<b>902</b>	<b>CONTAINER CLEANING &amp; REPAIR CHARGES</b>		
902.1	Sweeping Container	50 / 90	Per 20ft / 40ft contr.
902.2	Washing Container. (standard)	100 / 180	Per 20ft / 40ft contr.
902.3	Repair – Man hour rate for machineries	125	Per unit
Item No	Description	Tariff in SAR	Unit

902.4	Repair – Man hour rate for structural repairs	90		Per unit
902.5	Material charges standard repair of container	Actual + 20%		Per container
902.6	Shifting container from CY to workshop and vice versa for the repaired container	280		Per container
902.7	Receiving / delivering parts/materials from vessel to workshop or vice versa	125		Per hour
<b>903</b>	<b>ADDITIONAL SERVICES FOR CONTAINER</b>	<b>Tarif in SAR /20ft</b>	<b>Tarif in SAR/40ft</b>	
903.1	Fitting or removing Tarpaulins	90	165	Per container
903.2	Knocking down end of flatbeds containers	50	50	Per unit
903.3	Bundling Flatbeds containers,	180	180	Per bundle
903.4	Application/removal of placards,	25	25	Per placard
903.5	Cost of placard if provided by Port	20	20	Per placard
903.6	Seal number checking in the yard or vessel side, upon request from shipping agent	50	50	Per seal
903.7	Seal fixing (customer to provide the seal)	20	20	Per seal
903.8	Measuring Over dimensional containers	150	150	Per container
903.9	Retrieving Data from Data Logger	50	50	Per container
903.10	Inspection of damaged/leaking box	400	400	Per container



Item No	Description	Tariff	In SAR	Unit
<b>904</b>	<b>ADMINISTRATION</b>			
	Data amendment per container or Renomination per container, or Document or print out issued per document, at request of customers or shipping agent  Note: The above charges are subject to any shifting(s) that may be required. Shifting charges will be applied.	45		Per container or per document
<b>905</b>	<b>GENERAL SERVICE - VISITOR GATE PASS</b> The charges for Gate Passes are as per Zawil portal at <a href="http://www.zawil.com.sa">www.zawil.com.sa</a> :			
905.1	For daily pass	Refer to website above for more information on VISITOR GATE PASS FEES.		Per gate pass
905.2	For 3 monthly pass			Per gate pass
905.3	For annual pass			Per gate pass

## ADDITIONAL CHARGES

Item No	Description	Tariff in SAR	Unit
<b>906</b>	<b>OTHER HANDLING EQUIPMENT CHARGES</b>		
906.1	Loader capacity (6 m3)	100	Per hour or part thereof
906.2	Grab capacity (12 m3)	150	Per hour or part thereof
906.3	Grab capacity (15 m3)	160	Per hour or part thereof
906.4	Grab capacity (17 m3)	170	Per hour or part thereof
906.5	Grab capacity (20 m3 and above)	200	Per hour or part thereof
906.5	Hopper capacity (50 m3 and above)	100	Per hour or part thereof

**END**