

TARIFF

September 2010

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1. Marine Charges

1.1. Port Dues for commercial vessels calling at Khalifa Bin Salman Port

	First four days or part thereof	Each subsequent day or part thereof
Up to 2500 Gross Tons (GT)	BHD 0.060 per GT	BHD 0.015 per GT
2501-4000 GT	BHD 0.055 per GT	BHD 0.014 per GT
4001-8000 GT	BHD 0.050 per GT	BHD 0.013 per GT
8001-12000 GT	BHD 0.045 per GT	BHD 0.012 per GT
12001-16000 GT	BHD 0.040 per GT	BHD 0.010 per GT
16001 GT and above	BHD 0.035 per GT	BHD 0.009 per GT

Port Dues are applicable for vessels loading / discharging cargo or passengers.

1.2. Port Dues for military vessels calling at Khalifa Bin Salman Port

Up to 2500 Full Load Displacement Tons (T)	BHD 0.060 per T per day
2501-4000 T	BHD 0.055 per T per day
4001-8000 T	BHD 0.050 per T per day
8001-12000 T	BHD 0.045 per T per day
12001-16000 T	BHD 0.040 per T per day
16001 T and above	BHD 0.035 per T per day

1.3. Pilotage and Towage All-in Assistance Tariff for Khalifa Bin Salman Port

All vessels longer than 60 metres LOA require compulsory tug assistance, mooring services and pilotage for berthing and un-berthing and shifting. The number of tugs is at the discretion of the pilot. The harbour master will always retain the right to make exceptions and exemptions.

All services are provided under the standard terms and conditions of APM Terminals Bahrain which are available under request.

Up to 2500 GT	BHD 324.000 per hour
2501-4000 GT	BHD 340.200 per hour
4001-8000 GT	BHD 356.400 per hour
8001-12000 GT	BHD 372.600 per hour
12001-16000 GT	BHD 388.800 per hour
16001-20000 GT	BHD 405.000 per hour
20001-30000 GT	BHD 421.200 per hour
30001 GT and above	BHD 432.000 per hour

- The above rate includes pilot, pilot boat, on shore mooring crew and one tug. Additional tugs are charged at the rates indicated below
- Rates are for either berthing or un-berthing operations
- Rates are per hour pro rate where a minimum of one hour will be calculated (including mobilization and demobilization to launch jetty).
- Rates include towing gear, fuel and crew cost
- Military vessels shall be assessed on a Displacement Ton basis, in place of a Gross Tonnage basis.

VTMS Levy	BHD 33.000 per call
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- VTMS charge applies to all vessels entering and leaving Bahrain territorial waters, except Bahraini Naval vessels. VTMS charge covers both inward and outward voyage.

Additional Tug	BHD 162.000 per hour
Onshore Mooring Crew	BHD 50.000 per hour
Pilot Boat	BHD 32.400 per hour
Pilot	BHD 86.400 per hour

1.4. Pilotage and Towage All-in Assistance Tariff for Mina Salman

All vessels longer than 60 metres LOA require compulsory tug assistance, mooring services and pilotage for berthing and un-berthing and shifting. The number of tugs is at the discretion of the pilot. The harbour master will always retain the right to make exceptions and exemptions.

All services are provided under the standard terms and conditions of APM Terminals Bahrain which are available upon request.

Up to 2500 GT	BHD 330.000 per hour
2501-4000 GT	BHD 346.500 per hour
4001-8000 GT	BHD 363.000 per hour
8001-12000 GT	BHD 379.500 per hour
12001-16000 GT	BHD 396.000 per hour
16001-20000 GT	BHD 412.500 per hour
20001-30000 GT	BHD 429.000 per hour
30001 GT and above	BHD 440.000 per hour

- The above rate includes pilot, pilot boat, on shore mooring crew and one tug. Additional tugs are charged at the rates indicated below
- Rates are for either berthing or un-berthing operations
- Rates are per hour pro rate where a minimum of one hour will be calculated (including mobilization and demobilization to launch jetty).
- Rates include towing gear, fuel and crew cost
- Military vessels calling at ports other than Khalifa Bin Salman Port shall be billed according to the pilotage and towage all-in assistance tariff for Private Jetties. Military vessels shall be assessed on a Displacement Ton basis.

VTMS Levy	BHD 33.000 per call
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- VTMS charge applies to all vessels entering and leaving Bahrain territorial waters, except Bahraini Naval vessels. VTMS charge covers both inward and outward voyage.

Additional Tug	BHD 162.000 per hour
Onshore Mooring Crew	BHD 50.000 per hour
Pilot Boat	BHD 32.400 per hour
Pilot	BHD 86.400 per hour

1.5. Pilotage and Towage All-in Assistance Tariff for Private Jetties

Towage for private jetties at GIIC, GPIC, Bapco, Alba and ASRY jetties is not subject to this tariff. The pilotage tariff services from APM Terminals Bahrain are mandatory within Khawr Al Qulay'ah, Sitrah anchorage and Bahrain approach channel for all vessels requiring such a service, however towage services may be rendered from elsewhere.

Up to 2500 GT	BHD 486.000 per hour
2501-4000 GT	BHD 510.300 per hour
4001-8000 GT	BHD 534.600 per hour
8001-12000 GT	BHD 558.900per hour
12001-16000 GT	BHD 583.200 per hour
16001-20000 GT	BHD 607.500 per hour
20001-30000 GT	BHD 631.800 per hour
30001 GT and above	BHD 648.000 per hour

- The above rate includes pilot, pilot boat, and one tug. Additional tugs are charged at the rates indicated below
- Rates are for either berthing or un-berthing operations
- Rates are per hour pro rate where a minimum of one hour will be calculated (including mobilization and demobilization to launch jetty).
- Rates include towing gear, fuel and crew cost

VTMS Levy	BHD 33.000 per call
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- VTMS charge applies to all vessels entering and leaving Bahrain territorial waters, except Bahraini Naval vessels. VTMS charge covers both inward and outward voyage.

Additional Tug	BHD 243.000 per hour
Pilot Boat	BHD 48.600 per hour
Pilot	BHD 129.600 per hour

1.6. Charges for Vessel at Lay-By in Khalifa Bin Salman Port

Up to 60m length overall (LOA)	BHD 80.000 per day
Over 60m up to 75m LOA	BHD 120.000 per day
Every 25m increase thereafter	BHD 40.000 per day

- Lay-by is vessels calling KBSP for crew change, custom clearance and any other non cargo or passenger related operation
- Vessels calling for custom clearance only are given a 50% reduction on above charges.
- Vessels calling for customs clearance or lay-by will be subject to pilotage and towage all-in assistance as per Clause 1.3
 - Rates are per hour pro rate where a minimum of one hour will be calculated per Operation.

VTMS Levy	BHD 33.000 per call
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- VTMS charge applies to all vessels entering and leaving Bahrain territorial waters, except Bahraini Naval vessels. VTMS charge covers both inward and outward voyage.

1.7. Exemption from VTMS

Bahrain registered vessels whose work does not take them outside territorial waters are exempted from VTMS charges.

1.8. Garbage

Non Military	BHD 11.000 per day
Military	BHD 66.000 per day
Cruise Ships	BHD 30.000 per day

1.9. Charges for Tugs

Normal Tug Charges within territorial waters (except vessels in distress)	BHD 243.000per hour
Tugs used for attending Vessels in distress - Within territorial waters	BHD 1,000.000 per hour

1.10. Charges for Other Services

Pilotage for Aircraft Carrier	BHD 1,500.000 per assistance
Issue Certificates	BHD 10.000 per document
Harbour Master or Marine Officer	BHD 150.000 per hour
Pilot Boat used for other operations (Pilot Boat without Pilot)	BHD 121.000 per hour
Co-ordination fee for provision of Mooring Boat	125% of service provider invoice
Service to Dead Ship, or to Ship restricted in ability to manoeuvre	100% surcharge
Cancellation of arrival, departure or shifting within one hour of when services were due to commence	50% of tariff will be charged

- Mooring Boat charges to be invoiced directly by service provider to vessel agent
- Mooring Boat co-ordination charge applicable for all jetties in Bahrain
- No responsibility taken for the availability or pricing for Mooring Boat services

2. Container Charges

2.1. Loading or Discharge of Import / Export Containers on Container Vessels

	20'	40' / 45'	48' / 53'
Full Containers	BHD 34.890	BHD 53.895	BHD 81.095
Empty Containers	BHD 20.400	BHD 28.275	BHD 42.665

- Rate includes lashing and unlashng
- Rate includes gate and lolo charges
- 25% additional charge for non-cellular vessels
- Road transhment containers pay the rate shown above
- Double charges for below IMO classified cargo and other hazardous cargoes requiring special handling
 - Class 1 : Explosives (ALL)
 - Class 5 : Oxidizers – only class 5.2
 - Class 6 : Poisonous substances – only class 6.1 and 6.2
 - Class 7 :Radioactive Material (ALL)

2.2. Loading or Discharging of Transhment Containers (Full Cycle)

Standard Rate Moves	20'	40' / 45'	48' / 53'
Full Containers	BHD 55.000	BHD 76.000	BHD 76.000
Empty Containers	BHD 33.000	BHD 50.000	BHD 50.000

- Rate includes lashing and unlashng
- Rate includes lolo charges
- Double charges for below IMO classified cargo and other hazardous cargoes requiring special handling
 - Class 1 : Explosives (ALL)
 - Class 5 : Oxidizers – only class 5.2
 - Class 6 : Poisonous substances – only class 6.1 and 6.2
 - Class 7 :Radioactive Material (ALL)
- 25% additional charge for non cellular vessels

2.3. Transshipment Volume Incentive Scheme (based on annual throughput)

20'							
BHD	6000+ Moves	10,000+ Moves	14,000+ Moves	18,000+ Moves	22,000+ Moves	40,000+ Moves	60,000+ Moves
Full	49	45	39	34	33	31	30
Empty	33	32	30	28	26	25	24
40' / 45' / 48' / 53'							
BHD	6000+ Moves	10,000+ Moves	14,000+ Moves	18,000+ Moves	22,000+ Moves	40,000+ Moves	60,000+ Moves
Full	69	63	55	48	46	45	43
Empty	49	47	44	42	40	39	37

- Rate includes lashing and unlashng
- Rate includes gate and lolo charges
- Double charges for below IMO classified cargo and other hazardous cargoes requiring special handling
 - Class 1 : Explosives (ALL)
 - Class 5 : Oxidizers – only class 5.2
 - Class 6 : Poisonous substances – only class 6.1 and 6.2
 - Class 7 :Radioactive Material (ALL)
- 25% additional charge for non cellular vessels

2.4. Restows and Hatch Covers

Restows	BHD 21.200 per move
Hatch Covers	BHD 42.400 per move

2.5. Use of Special Equipment

Each Lift	BHD 25.000 per move
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- Rate is subject to applicable load / discharge charge

2.6. Free time and Container Storage Rates

Import Containers	11 days
Export, Transhipment, and Empty Containers	11 days

Thereafter storage charges apply per day as follows:

Import or Export Full Containers

	20'	40'	45' / 48' / 53'
12 – 21 days	BHD 1.500	BHD 3.000	BHD 3.500
22 – 31 days	BHD 2.000	BHD 4.000	BHD 4.500
32 – 41 days	BHD 3.000	BHD 6.000	BHD 7.000
Thereafter	BHD 5.000	BHD 10.000	BHD 11.000

Empty or Transhipment Containers

	20'	40'	45' / 48' / 53'
12 – 19 days	BHD 1.000	BHD 2.000	BHD 2.250
20 – 27 days	BHD 1.500	BHD 3.000	BHD 3.400
28 – 35 days	BHD 3.000	BHD 6.000	BHD 6.800
Thereafter	BHD 6.000	BHD 12.000	BHD 13.600

- Free time commences on the day the container enters the port by whatever means, and storage charges stop on the day the container leaves the port by whatever means
- Storage charges for over dimensional containers are double the above rates
- Storage charges for containers with hazardous cargo requiring special handling are BHD 75.000 per container per day and there is no free time for such containers

2.7. Reefer Monitoring and Electricity Charge

Per Container	BHD 10.000 per day
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- Charge includes plugging, unplugging, electricity and monitoring and commences from the day the container is plugged into the port electricity supply

2.8. Leakage

Leaking containers requiring any specialist attention to clean up spillage will be billed directly by such specialist.

Port Administrative Charge	BHD 100.000 per incident
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- APM Terminals HSSE Department will decide whether a specialist is required
- In the event service provider is not paid in a timely manner, APM Terminals reserves the right to settle the invoice and charge it to the container operator with an additional 25% service fee

2.9. *Shifting Charge*

Within Container Terminal, including, but not limited to yard, CFS, Weighbridge, scanner, warehouses, excluding move to and from stack for LCL containers stripped at KBSP.

Shifting	BHD 21.200 per move
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2.10. *Use of Weighbridge*

Weighbridge	BHD 3.000 per operation
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- This cost excludes the cost of any shifting that may be required. Full and empty truck weighing is covered by this charge if needed

2.11. *Crane Idle Charge*

In case of cranes idling as a result of cancellation without at least 12 hours prior notice, a charge of BHD50.000 per crane will be levied.

In case of cranes idling as a result of delay without at least 12 hours prior notice, or non-readiness of the vessel, a charge of BHD50.000 per crane per hour will be levied.

2.12. *Container Late Gate Fee*

Any container gated in outside of gate opening hours or after vessel cut-off

Late Gate Fee	BHD 200.000 per container
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2.13. *Container Freight Station Charges*

LCL Weight Fee	BHD 3.000 per FT
FCL Weight Fee palletised	BHD 1.050 per FT
FCL Weight Fee non palletised	BHD 2.100 per FT

- LCL charges apply for containers packed/unpacked at Khalifa bin Salman Port and include 11 days storage and movement of container to/from stack. Applicable container load/discharge fees also apply
- FCL weight fee applies to containers unpacked at the terminal for direct delivery by the consignee. Applicable container load/discharge fees also apply

2.14. Miscellaneous Services (Upon Request)

	20'	40' / 45'	48' / 53'
Sweeping Containers	BHD 5.000	BHD 10.000	BHD 12.500
Fitting or removing Tarpaulins	BHD 9.000	BHD 18.000	BHD 22.500

Collapsing of Flat Racks	BHD 5.000 per unit
Bundling Flat Rack Containers	BHD 25.000 per bundle
Application or removal of Placards	BHD 3.000 per placard
Cost of Placard if provided by Port	BHD 2.000 per placard
Seal number checking in Yard or at Gate	BHD 3.000 per seal
Seal number checking at Vessel side	BHD 8.000 per seal
Selective loading	BHD 3.500 per container
Measuring Out Of Gauge Containers	BHD 8.000 per container
Retrieving Data from Data Logger	BHD 8.000 per container

2.15. Administrative and General Charges

Data Amendment	BHD 3.000 per container
Change to Container record	BHD 1.000 per container
Certificate issued at request of Customer	BHD 10.000 per document
Report issued at request of Customer	BHD 2.000 per document

Fine for Undeclared, wrongly declared, poorly stowed or incorrectly packaged containers

Hazardous Cargo	First Offence	BHD 300.000 per container
	Subsequent offences	BHD 600.000 per container
Over dimensional or Overweight Containers	First Offence	BHD 150.000 per container
	Subsequent offences	BHD 300.000 per container

- Any container which is found to be loaded with a greater weight of cargo than declared on the manifest is an overweight container
- Any container which is found to be loaded with cargo with dimensions greater than declared on the manifest is an over dimensional container

2.16. HSSE Charges

Security Charge per guard per hour (Subject to minimum charge of 4 hours if fencing provided)	BHD 20.000
Annual Port Pass	BHD 10.000

3. General Cargo Charges

3.1. Imports

Non Direct Delivery	BHD 4.400 per FT
Direct Delivery using Port labour only	BHD 3.300 per FT
Direct Delivery from Reefer vessel using port labour	BHD 1.650 per FT
Direct Delivery at Anchorage	BHD 0.550 per FT
Direct Delivery - Discharge on to barge or at Private Jetty	BHD 1.650 per FT
Direct Delivery of Bulk Cargo	BHD 1.500 per FT
Direct Delivery of Wheat/ Grain	BHD 1.000 per FT

- Import, export and transhipment cargo receive 11 free days, thereafter normal storage charges apply
- Stevedoring charges are billed directly by stevedore or shipping agent
- Double charges for below IMO classified cargo and other hazardous cargoes requiring special handling
 - Class 1 : Explosives (ALL)
 - Class 5 : Oxidizers – only class 5.2
 - Class 6 : Poisonous substances – only class 6.1 and 6.2
 - Class 7 :Radioactive Material (ALL)

3.2. Exports

Non Direct Delivery Using Port Labour only	BHD 3.300 per FT
Direct Delivery using Port Labour only	BHD 2.200 per FT
Direct Delivery from Barge to Ship	BHD 1.650 per FT
Sulphur	BHD 1.650 per FT
Bulk Cargo	BHD 1.650 per FT

- Import, export and transhipment cargo receive 11 free days, thereafter normal storage charges apply
- Stevedoring charges are billed directly by stevedore or shipping agent
- Double charges for below IMO classified cargo and other hazardous cargoes requiring special handling
 - Class 1 : Explosives (ALL)
 - Class 5 : Oxidizers – only class 5.2
 - Class 6 : Poisonous substances – only class 6.1 and 6.2
 - Class 7 :Radioactive Material (ALL)

3.3. **Transshipment**

Cargo not leaving the port	BHD 4.400 per FT
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- Import, export and transshipment cargo receive 11 free days, thereafter normal storage charges apply
- Stevedoring charges are billed directly by stevedore or shipping agent
- Double charges for below IMO classified cargo and other hazardous cargoes requiring special handling
 - Class 1 : Explosives (ALL)
 - Class 5 : Oxidizers – only class 5.2
 - Class 6 : Poisonous substances – only class 6.1 and 6.2
 - Class 7 :Radioactive Material (ALL)

3.4. **Ro-Ro Cargo**

Port Handling Per Vehicle	Import or Export	Transshipment (<i>full cycle</i>)
Less than 5 metric tons (MT)	BHD 16.500	BHD 22.000
5 MT up to 10 MT	BHD 22.000	BHD 33.000
Over 10 MT	BHD 33.000	BHD 44.000

- Above rates are applicable for vehicles moving under own power only
- Units not moving under own power pay rates as per 3.1
- Stevedoring Charges are billed directly by stevedore or shipping agent
- Tracked Vehicles pay 50% surcharge for Port Handling
- Non Ro-Ro cargo loaded, discharged or transhipped on Ro-Ro vessels pays rates under 3.1 , 3.2 or 3.3 above as applicable

3.5. **Passengers**

Per manifested Passenger, Tourist or serving crew member on military vessel	BHD 3.000 per passenger
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3.6. **Free time and Storage Charges**

Free time for General Cargo export or import or transshipment open storage (including CFS) is 11 days.

Free time for vehicles export or import or transshipment open storage is 10 days.

Thereafter storage charges apply as follows:

General Cargo	Storage
12 – 22 days per FT per day	BHD 0.040
23 – 33 days per FT per day	BHD 0.060
Thereafter per FT per day	BHD 0.120
Vehicles	
11 – 18 days per vehicle per day	BHD 2.000
19 – 26 days per vehicle per day	BHD 4.000
Thereafter per vehicle per day	BHD 5.000

- For bulk or bagged cargoes, storage charges apply on per MT basis

3.7. Miscellaneous General Cargo Charges

Shifting Ship's Cargo	
Port Equipment and Labour per FT	BHD 3.300
Without Port Labour or Equipment per FT	BHD 1.650

3.8. General Charges

Document issued or attested at request of Customer	BHD 10.000 per document
Document amendment	BHD 3.000 per amendment
Weighbridge Charge	BHD 3.000
Fine for wrong First Offence	BHD 300.000 per container
declaration of tonnage, measurement, piece Subsequent offences	BHD 600.000 per container
count or commodity	
Fine for undeclared, First Offence	BHD 150.000 per container
wrongly declared, poorly stowed or incorrectly packaged hazardous cargo	Subsequent offences
	BHD 300.000 per container
Cleaning Deposit	BHD 500.000

- Cleaning Deposit applies to bulk and break-bulk vessels. Deposit is refundable within 24 hours of vessel departure, subject to berth being free of debris and waste from vessel or cargo. In the event that the berth requires cleaning after vessel departure as a result of cargo debris and waste from vessel or cargo, the cost of cleaning will be billed to the vessel agent. The deposit will be refunded on settlement of cleaning charges.

3.9. Labour Gang Charges

Use of Labour Gang for Miscellaneous Services	BHD 50.00 per hour
Individual Labourer	BHD 3.000 per man hour

- Also applies to labour kept waiting
- Minimum 4 hours
- For these purposes, Labour Gang comprises one supervisor and 4 labourers

3.10. HSSE Charges

Security Charge per guard per hour (Subject to minimum charge of 4 hours if fencing provided)	BHD 20.000
Annual Port Pass	BHD 10.000

3.11. Hire of Equipment Charges

<u>Equipment</u>	<u>Capacity</u>	<u>Unit</u>	<u>Charge</u>
Fork Lift	Up to 3 tons	Per Hour	BHD 8.250
Fork Lift	Up to 15 tons	Per Hour	BHD 16.500
Crane (minimum of four hours)	Up to 65 tons	Per Hour	BHD 32.400
Trailer		Per Hour	BHD 13.200
MAFI		Per Hour	BHD 15.000
Towing Tractor		Per Hour	BHD 22.000
STS Gantry Crane (max 100MT under the hook)		Per Lift	BHD 132.000

- STS Crane hire Includes special equipment charges
- Above applies to equipment hire only. Consignees hiring equipment for delivery of cargo will be charged a set rate of BHD 0.550 per FT

3.12. Hire of Gear Charges

<u>Gear</u>	<u>Capacity</u>	<u>Unit</u>	<u>Charge</u>
Wire Slings	2 tons	Per Day	BHD 6.000
	4 tons	Per Day	BHD 7.000
	7 tons	Per Day	BHD 9.000
	10 tons	Per Day	BHD 11.000
	Over 10 tons	Per Day	BHD 17.000
Chain Slings	Single	Per Day	BHD 17.000
	Double	Per Day	BHD 22.000
	Quadruple	Per Day	BHD 27.000
Pipe Lifting Hooks (set)	2 tons	Per Day	BHD 9.000
	5 tons	Per Day	BHD 11.000
Plate Lifting Clamps (set)	6 tons	Per Day	BHD 22.000
Shackles	Up to 5 tons	Per Day	BHD 0.600
	10 tons	Per Day	BHD 1.100
	20 tons	Per Day	BHD 4.000
	Over 20 tons	Per Day	BHD 5.500
Hooks	3 tons	Per Day	BHD 9.000
	7 tons	Per Day	BHD 11.000
	10 tons	Per Day	BHD 13.000
Steel Plate		Per Day	BHD 15.000
Spreader Bar	22 tons	Per Day	BHD 11.000
Tarpaulins		Per Month	BHD 20.000
Pallets		Per Day	BHD 2.000

- All above rates are subject to gear availability

4. Definitions

4.1. General Conditions and Definitions

Tariff Book: The charges book for ship, cargo, and passengers as published by APM Terminals Bahrain. These must be read in connection with the Port Rules and Regulations Book.

Charges: Include all charges, rates, service fees, and passage and entrance fees to the port and any other charges which would be included in this meaning.

KBSP: The port of Khalifa Bin Salman, Kingdom of Bahrain, including all landing places and waters within the limits of the Port.

MSP: The port of Mina Salman, Kingdom of Bahrain, including all landing places and waters within the limits of the Port.

Port Limits: Includes all wharves, quays, piers, landing places, docks, storage areas, roads, and buildings under the operational or administrative control of APM Terminals Bahrain.

Port Premises: All wharves, piers, landing places, docks, storage areas, roads, passageways, buildings and any installation or facilities under the operational or administrative control of APM Terminals Bahrain.

Vessel: Includes every description of watercraft, including non-displacement craft and seaplanes, used or capable of being used as a means of transportation on water.

Cargo Handling: Loading / discharging or shifting of cargo from one location to another into, from or within the Port limits.

Documentation: The documents in respect of cargo must be in the possession of APM Terminals Bahrain at least 24 hours prior to arrival of vessels. Vessels will not normally be berthed without receipt of all such documents

Hygiene: The port provides garbage bins at various points for use by vessels. The use of these bins is compulsory and will be charged for.

Labour: Labour on both vessel and quay is provided and controlled by APM Terminals Bahrain or its nominated contractor. Requests for labour should be made in advance by Agents to the Operations Department.

Port Rules & Regulations: As published by APM Terminals Bahrain, all Rules and Regulations of APM Terminals Bahrain must be adhered to, including the Terms and Conditions for Khalifa Bin Salman Port. The handling of vessels, cargo and passengers and other related work within the port shall be subject to the provision of the Rules and Regulations and Terms and Conditions referred to above.

Dangerous Cargo: No dangerous, offensive or harmful goods likely to cause personal injury or damage to property may be brought into the port premises without specific written approval to that effect. Some types of dangerous cargo will only be allowed into the Port on direct delivery basis.

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

- (i) Crew List.
- (ii) Crew's Personal declaration List.
- (iii) Ship's Bonded store List.

Safety: All port users must adhere to all of the current safety rules and regulations. These are available at: <http://www.apmterminals.com/africa-mideast-india/bahrain/>

Disposal of Cargo: In the event of abandoned cargo or cargo which is causing damage or risk to the port premises, equipment or users, the port reserves the right to remove and dispose of such cargo. Such disposal shall be in accordance with the maritime law of the Kingdom of Bahrain, and APM Terminals shall retain a lien on the value of such cargo to cover any costs or charges owing on such cargo. In the event that the disposal and/or destruction of such cargo shall result in cost to APM Terminals, such cost shall be borne by the cargo owner.

Alterations to the Tariff: APM Terminals Bahrain reserves the right to alter, change or amend any or all charges, terms and conditions or interpretations contained in the tariff without prior notice.

Operation Hours: KBSP is operational 7 days a week including Public Holidays.

Gate Hours: 0600 – 2200 Saturday to Thursday
0800 – 1600 Friday / Public Holiday

Vessel Cut-Off: 24 hours prior to vessel arrival.

4.2. Marine Definitions

Operation: Is calculated per hour pro rate where a minimum of one hour will be calculated (including mobilization and demobilization to launch jetty).

Pilot: Is an employee or subcontractor of APM Terminals Bahrain qualified to manoeuvre vessels through the channel to the quay side. He remains under the control of the Master during the pilotage operation .

Pilot Boat: A pilot boat is used to transport pilots between land and the inbound or outbound ships that they are piloting.

Mooring Launch: A mode of transport used for shuttling mooring crew to/ from the quay side.

On-shore mooring: An activity carried by the mooring crew when the lines (ropes) from the vessel are taken and tied to the bollard by the mooring crew.

Tug: A high powered boat that guides the ship to its position alongside the berth while berthing/ sailing.

4.3. Container Terminal Definitions

20ft / 40ft / 45ft / 48ft / 53ft: Standard container sizes, based on the length of the container in feet.

Load / Discharge: Refers here to LOCAL IMPORT and LOCAL EXPORT

Transshipment: : The discharge of a container from one vessel and the reloading onto a second vessel, without leaving the Port Premises

20ft / 40ft discharge full: Container discharged from the vessel, moved into and stacked in the yard, delivered from the yard to the consignee truck or CFS, and returned to yard.

20ft / 40ft discharge empty: Container discharged from the vessel, moved into and stacked in the yard..

20ft / 40ft load full: Container released from yard to shipper's truck or to CFS, returned from the shipper's truck or from CFS and stacked in the yard, and transported from the yard to the vessel for loading.

20ft / 40ft load empty: Container stacked in the yard and transported from the yard to the vessel for loading.

Export containers which did not originate from Bahrain, or which were not originally released as empties from Khalifa Bin Salman Port will be charged as per the applicable load full/empty rate.

Shifting Hatch Covers: Also called pontoons which are used to close the under deck. In order to access the containers under deck, these hatch covers will be opened by using the gantry crane spreaders and placed on the quay side and be loaded back after completing operations under deck. There are some hatch covers which are not adaptable to the spreader for discharge and in such cases wire slings or adapters will be used and these will be charged extra on the basis of such special equipment / extra labour charges as are applicable, in addition to the normal charges for hatch covers.

Reefer Monitoring Charges: Reefer charges are incurred for plugging / unplugging the reefer container, electricity charges and monitoring. Containers will be monitored on a six-hourly basis. In the event that a container can be seen not to be maintaining its set temperature, the agent's designated representative will be contacted immediately to take corrective action.

Container Storage Charges: These costs accrued for the storage of the container (NOT CARGO) at the terminal. It is the ground rent for the space occupied by the container either declared full or empty. Storage charges for laden import containers are charged directly to the consignee. All other storage charges are charged to the container agent.

Container Freight Station charges apply for containers stuffed / unstuffed at KBSP and include a single movement of container from / to the stack. Base Rates also apply.

Special equipment charges: Use of any gear other than a standard spreader for handling containers. This will include, but not be limited to:

- Wire slings
- Over height frame
- UC (uncontainerised cargo) Hook
- Special lifting equipment

Handling of clip on units: This will apply to gen-sets that are clipped on and removed from the reefer containers.

Lashing / unlashng: Relates to the usage of labour on board a vessel to remove the lashings secured to the containers, in order to discharge the containers and vice-versa to lash the containers after loading.

Extra labour: Any labour used in addition to the normal practice / requirements

Change of container record: Any change to the initial data submitted or any additional data submitted with regard to the planned handling of a container inside the terminal is a change of container record.

Collapsing of flat racks: This is an activity where the sides of the flat racks are collapsed down, or the sides are raised as per request by the line. In the event of a request for bundling of flat racks, this will be charged as per standard extra labour charges from the Container Miscellaneous Charges.

Ro / Ro: Roll-on/roll-off (Ro/ Ro) ships are vessels designed to carry wheeled cargo such as automobiles, trucks, semi-trailer trucks, trailers or railroad cars that are driven on and off the ship on their own wheels.

4.4. General Cargo Terminal Definitions

Non Direct delivery: Cargo that, on discharge, will be kept in the terminal for delivery at a later date

Direct delivery: Cargo that is discharged directly on to consignee's transport and delivery is taken directly from the hook. Such cargo is not placed on the ground at the terminal at any stage in the discharge process.

Direct delivery – reefer: (FROZEN / REFRIGERATED CARGO) Delivery conditions are as above.

Direct delivery - Anchorage or Private jetty: APMT is entitled to charges for handling cargo at the private jetties or anchorage only if the cargo can be handled at KBSP but for any reason APMT and GOP have agreed to direct the vessel carrying the cargo to a private jetty or anchorage to discharge or load the cargo.

Direct delivery - discharge on barges: In case cargo is to be discharged directly on to a barge, then such cargo may be discharged either at Anchorage or within the port's basin. This will be at the discretion of the Harbour Master. This is subject to prior approval by the General Organisation of Seaports, and charges will be levied as per the Tariff.

Transshipment: : The discharge of cargo from one vessel and the reloading onto a second vessel, without leaving the Port Premises