TARIFF BOOK OF PORT DUES AND CHARGES

Marine, Shipping and Stevedoring Charges, Wharfage, Shore Handling and Miscellaneous Services for Deep Sea Going Vessels and Coasters



VISION, MISSION AND VALUES

Tanzania Ports Authority (TPA) *was established by the Government under the Ports Act of 2004. The underlying objective of the Tanzania Ports Authority in carrying out its functions and exercising its powers is to enhance the advantages of geographical position of Tanzania as a maritime nation by:*

- *Promoting effective management and operations of sea and inland waterways ports;*
- *Securing the provision of, or to provide services in relation to loading and unloading of cargo and passenger services;*
- *Developing, promoting and managing port infrastructure and superstructure;*
- *Maintaining port safety and security; and*
- *Entering into contractual obligations with other persons or body of persons.*

TPA has already prepared the 20 year Ports Master Plan (2008 – 2028) which spells out the roadmap of the Authority towards transforming the country s ports into World-Class standards through a comprehensive investment plan. The Authority's vision, mission and value statements which answer the key questions of where it is going (vision) and why does it exist (mission) are as follows:

VISION: *To lead the regional maritime trade and logistics services to excellence.*

MISSION: *To develop and manage ports that provide world class maritime services and promote excelling total logistics services in Eastern, Central and Southern Africa.*

VALUES: *"A stable systematic caring organization" with Integrity/Trust, Reliability, Customer Care and Team Work.*



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TANZANIA PORTS AUTHORITY

TARIFF BOOK OF PORT

DUES AND CHARGES

MARINE, SHIPPING AND STEVEDORING CHARGES, WHARFAGE, SHORE HANDLING AND MISCELLANEOUS SERVICES FOR DEEP SEA GOING VESSELS AND COASTERS

January, 2012


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PREAMBLE

It is notified for general information that the Board of Directors, in pursuance of the powers of Section 71 (1) of the Ports Act, 2004 has directed preparation, publication and application of this Tariff Book of Port Dues and Charges on Marine, Shipping, Stevedoring, Wharfage, Handling, Miscellaneous, Containers and Specialized Services.

This Tariff book incorporates also necessary tariff reviews and amendments which were approved by the Surface and Marine Transport Regulatory Authority (SUMATRA) in accordance with Section 16 of the SUMATRA Act, Cap 413.

The whole Tariff Book has been denominated in the United States Dollars. All the Port users who in the previous tariff paid in Tanzanian Shillings shall continue to pay in shillings but at the exchange rate ruling on the date of transaction.

MANAGEMENT

DAR ES SALAAM
Date: January, 2012

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PRELIMINARY INTERPRETATION AND MISCELLANEOUS PROVISIONS

A. SHORT TITLE AND COMMENCEMENT

1. This Tariff Book shall be cited as the **Tanzania Ports Authority Tariff Book** and the rates set out herein shall be applicable to maritime ports in Tanzania mainland.

B. APPLICATION

2. This Tariff shall apply to all sea ports and harbours set out in the Second Schedule of the Tanzania Ports Authority Act 2004.

C. INTERPRETATION

3. In this Tariff unless the context otherwise requires:

ACT means the Tanzania Ports Authority Act, 2004

APPOINTED PLACES means any place within the harbour limits officially designated by the Authority as a place for the loading or discharge of goods.

CHARGES means all sums received or receivable, charged or chargeable for or in respect of the warehousing of goods by the Authority or for or in respect of any ship or harbour or any other service performed or facility provided by the Authority.

COASTWISE CARGO means cargo carried between those harbours and ports specified in the second schedule to the Act and others duly authorised landing and embarkation places along the coastal waters of Tanzania.

DEADWEIGHT (D/W) TONNES means 1,000 kilograms.

DOMESTIC - The word "domestic" in relation to cargo shall be construed as referring to goods produced, permanently entered or manufactured within Tanzania.

DOMESTIC COASTWISE CARGO means goods produced, manufactured or permanently entered in (Tanzania) and carried between those harbours and ports specified in the Second Schedule of the Act and other duly authorised landing and embarkation places along the coastal waters of Tanzania.

DIRECTOR GENERAL means the person for the time being performing the duties of the Director General of the Authority.

e. a. o. h. p means "except as otherwise herein provided.

G. R. T. means "gross registered tonnage".

HARBOUR LIMITS means the area within the limits of any harbour as may be defined by an Order made under Section 14 of the TPA Act, and in addition to special areas, in relation to:

BAGAMOYO: The Port of Bagamoyo includes all the waters enclosed by an imaginary line drawn from Ras Nunge to the western extremity of Mbwakuni island along its south shore at its eastern extremity and from thence to Ras Mbegani and the shore at high water mark in ordinary spring tides between these points.

DAR ES SALAAM: The Port of Dar es Salaam includes all tidal waters enclosed by a boundary which commencing at high water mark at a point South East of Ras Koronjo (a point approximately 6 nautical miles East of the City of Dar es Salaam) follows a straight line due North to the West tip of Outer Sinda Island, thence a straight

line to Makutumbe Lighthouse, a straight line drawn 254^0 to the high water mark at a point on the mainland South of the entrance to Peremji Piver, thence following the water around Msasani Bay, Dar es Salaam Inner harbour to the first point due South of Outer Sinda Island. The Inner Harbour shall mean all waters inside a straight line joining East and West Ferry points.

KILWA KIVINJE: The port of Kilwa Kivinje includes all the water enclosed by an imaginary line drawn from Ras Miramba 90^0 to the meridian of 39^0 30'E from thence northward parallel of Lat. 80^0 40 S, thence 270^0 to the mainland and the shore at high water at ordinary spring tide between these points.

KWALE: The Port of Kwale includes all the water within three nautical miles of the coast of the island of Kwale measured from low water mark.

LINDI: The Port of Lindi includes all the water enclosed by an imaginary line from Ras Mongo to Ras Nongerungo, and the shore at high water marks between these points. The inner Harbour shall mean all the waters enclosed by a line from Ras Rungi to Red Cliff.

MTWARA AND MIKINDANI: The Ports of Mtwara and Mikindani include all the waters south of a line drawn 270° from the Northern tip of Ras Sangamku till it meets the Western shore of Mikindani Bay.

PANGANI: The Port of PANGANI includes all the waters enclosed by an imaginary line drawn from Ras Kikokwe 030^0 to the mainland and the shore at high water mark between these points.

TANGA: The Port of Tanga includes all tidal waves enclosed by a boundary commencing at the high water mark at Ras Kwawa which follows a line drawn 090^0 to the meridian of 39^0 15'E long thence 180^0 to the parallel of 05^0 05 S Lat. thence 270^0 to the mainland at high water mark, thence in a northerly direction following the high water mark around Tanga bay to Ras Chongoliani, in thence in a north easterly direction following the high water mark to the said Ras Kwawa.

Where the delimitation of a port or harbour, set out in the second schedule to the Act is not expressly given in this Tariff Book, but such port or harbour is directly or on an agency basis, under the administration of the Tanzania Ports Authority, then that delimitation shall be as the Minister may on ad hoc or otherwise determine.

LARGE ANIMALS include all big game animals n. o. e., oxen, bulls, cows, horses, camels, mules, donkeys, foals, ponies, crocodiles, pythons, other large reptiles n. o. e., ostriches, and large birds n. o. e., and any other animals, reptiles or birds adjudged by Management as falling in this category.

"**MINISTER** means the Minister for the time being responsible for matters related to Ports.

"**n. o. e.** means "not otherwise enumerated".

"**PASSENGERS BAGGAGE** means packages containing the ordinary personal effects of the passenger, including bicycles, perambulator and the like but does not extend to merchandise provisions (other than food taken on board, dhows, and steam ship by deck passengers for consumption during a voyage).

"**REGULATIONS** means the Tanzania Ports Regulations as promulgated from time to time.

SHIPS ENGAGED IN COASTING TRADE means ships or steam ships registered in Tanzania and strictly trading anywhere between the limits of Mogadishu in the North, Maputo in the South and the Port Victoria in the East.

SMALL ANIMALS AND CREATURES include dogs, pigs, goats, sheep calves, mice, rats, guinea pigs, birds, reptiles, fish and insects.

SUMATRA means the Surface and Marine Transport Regulatory Authority. Any tariff reviews therein, shall take into account the requirements of Guidelines provided in Section 16 (2) of SUMATRA Act and SUMATRA (Tariff Regulations 2009), as well as Section 50 (1) of Ports Act, 2004.

TONNE means a unit measurement of weight or volume equivalent to 1,000 kilogams or 1 cubic metre.

TONNE (TON) or the expression **PER TONNE (TON)** or **PER HARBOUR TONNE (PER HTN)** in relation to this tariff shall mean a unit of charge equivalent of 1 dead-weight tonne or 1 Cubic meter whichever yields the higher charge or in relation to fresh water supplied to ships shall mean a unit or charge equivalent to 224 gallons or 1,000 litres.

TPA means the Tanzania Ports Authority.

TRADITIONAL FISHING BOAT means a traditional vessel on partially decked having a maximum crew of ten persons and exclusively employed in fishing within territorial waters.

TRADITIONAL VESSEL means any vessel which being under 200 gross tonnes burden, either:

(a) presents the outward appearance of being locally built or rig; or

(b) is manned by a crew of whom the caption and the majority of the seamen are nationals of Tanzania.

"**USD -** means United States of America Dollar(s).

D. PRINCIPLES TO BE APPLIED

Tonnage Scale:

4. With exception of items enumerated in paragraph 5 below, coastwise and trans-shipment cargo, all Import and Export handling, storage and stevedoring charges **shall be assessed on a tonne or 1,000 kilogrammes or one cubic meter whichever shall yield the higher charge.**

5. Items referred to in paragraph 4 above are as follows:
   - Horses and Cattle boxes, each (empty) shall be charged as 2 deadweight tones
   - Sheep and Pig Pens, each (empty) shall be charged as 1 deadweight tonne
   - Other small animal boxes or crates, each (empty) shall be charged as 300 kilograms
   - Livestock handling shall be charged as per Clause 37
   - Gold, Nickel and Silver coin: per USD 200 minted C.I.F value
   - Bulllion per USD 200 C.I.F. value
   - Curios, Natural and Artificial per USD 200 C.I.F. value
   - Elephant Ivory: per USD 200 C.I.F. value
   - Essential oils: per USD 200 C.I.F. value
   - Goldware and gold-plate per USD 200
   - Hippo teeth per USD 200 C.I.F. value
   - Platinum per USD 200 C.I.F. value

- Precious stones and jewellery: per USD 200 C.I.F. value
- Rhino horns per USD 200 C.I.F. value
- Silk per USD 200 C.I.F. value
- Silverware and Silver-plate per USD 200 C.I.F. value
- Specie per USD 200 C.I.F. value
- Tortoise shell per USD 200 C.I.F. value
- Anchors, chains, and grapnels: per tonne of 1,000 kgs
- Baling hoops, iron and steel per ton of 1,000 kgs
- Bundles per ton of 1,000 kgs
- Barbed wire in coils or on reels per ton of 1,000 kgs
- Bronze Plates per ton of 1,000 kgs.
- Brass rods per ton of 1,000 kgs
- Cement in casks, drums and bags per ton of 1,000 kgs
- Copper rods per ton of 1,000 kgs.
- Fertilizers in bags per ton of 1,000 kgs
- Firebricks, loose and in cases per ton of 1,000 kgs
- Fishplates and bedding plates per ton of 1,000 kgs.
- Galvanised iron roofing ridging per ton of 1,000 kgs.
- Galvanised iron sheets packed flat per ton of 1,000 kgs
- Girders, beams joists and pillars (iron & steel) per ton of 1,000 kgs.
- Hoe heads in bundles per ton of 1,000 kgs
- Iron and steel bars and rods in bundles and single, e.a.o.h.p. per ton of 1,000 kgs
- Iron and steel fencing material, loose or in bundles per ton of 1,000 kgs
- Ingots e.a.o.h.p. per ton of 1,000 kgs
- Lime, hydraulic and/pulverised per ton of 1,000 kgs
- Nails in bags or kegs per ton of 1,000 kgs
- Nuts, bolts and rivets in bags, kegs or casks per ton of 1,000 kgs
- Paint and putty in kegs or drums per ton of 1,000 kgs
- Pick heads in bundles per ton of 1,000 kgs
- Pig iron per ton of 1,000 kgs
- Piles, iron and steel, upto 8 inches outside diameters including tees, elbows, bends, etc. per tonne of 1,000 kgs.

- Rails and sleepers, excluding made-up sections per ton of 1,000 kgs
- Caustic Soda in kegs and drums per ton of 1,000 kgs.
- Spares for agricultural implements, loose or in bundles per ton of 1,000 kgs
- Steel clips in bags per ton of 1,000 kgs.
- Steel sheets packed flat per ton of 1,000 kgs.
- Tip truck parts in bags per ton of 1,000 kgs.
- Washers, iron, steel and lead in bundles and bags per ton of 1,000 kgs.
- Wire galvanised, iron, steel and copper per ton of 1,000 kgs
- Wire rope in coils per ton of 1,000 kgs.
- Zinc blocks per ton of 1,000 kgs

NOTES:

(a) Charges on packages containing accepted and non-accepted items shall be based on the total deadweight or cubic measurement of the package according to whichever shall yield the higher charge, plus the specified tariff charge for the accepted items.

(b) For the purpose of this tonnage scale, cubic measurements shall be assessed on the three greatest dimensions, height, length and breadth unless otherwise provided.

(c) The cubic measurements of pipes shall be the overall length multiplied by the external diameter squared, the greater diameter of the flanges being ignored; tees and elbows being regarded as two pipes, and the curvature of bends and other curved pipes being ignored for the purpose of ascertaining the length.

(d) The cubic measurement of diminishing pieces shall be the overall length multiplied by the greatest diameter squared, the greater diameter of the flange being ignored.

(e) Foodstuffs in bags, where the bags are the sole containers shall be charged for at deadweight tonne except where sea freight has been charged on measurement in which case the charge shall be assessed on a tonne of 1,000 kgs, or one cubic metre whichever shall yield the higher charge.

Rounding off of Cents

6. Amounts of 1 to 99 cents in each amount chargeable will be rounded off to USD.1.00.

Undercharges and overcharges

7. Undercharges or overcharges of amounts not exceeding USD 0.05 shall not be raised.

E. MISCELLANEOUS PROVISIONS

8. Miscellaneous services will be provided on request. The following services will be charged on Hire of labour and/or Equipment:
   i. Opening and closing of hatches
   ii. Laying dunnage
   iii. Pre-slinging
   iv. Trimming bulky cargo
   v. Rigging derricks
   vi. Sweeping and cleaning of hatches
   vii. Shifting cargo
   viii. Sorting mixed cargo
   ix. Re-stowing cargo
   x. Lashing
   xi. Any other n. o. e.

Charges or Dues not Expressly provided for

9. Any other services rendered or to be rendered or facilities provided or to be provided, but which services or facilities are not specified in this Tariff Book shall be determined and raised at such rates or for such amount or amounts as Management may in each case consider appropriate.

Contracts

10. The Authority may enter into agreement with any person including any company or association or body of persons corporate or incorporate for the performance of the provisions by that person of any of the services or the facilities which may, under the Act, be performed or provided by the Authority and raise charges at such rates or for such amount or amounts as may be mutually agreed between them; and such charges or rates shall apply and be correct as if they were set out in this Tariff.

Power of Management to impose Surcharges and Adjust charges

11. Management may impose specific or general surcharges or adjust upwards the rates set out in this Tariff Book according to the nature of the services rendered or facility provided or afforded or on account of specific or general economic consideration.

F. REGULAR WORKING HOURS AND OVERTIME

Regular Working Hours

12. "Regular Working Hours" shall mean the appointed hours of business as may, from time to time, be prescribed by Management for the provision of any particular service or facility.

Overtime

13. Hours worked outside regular working hours and, in addition, in the case of shorehandling and stevedoring gangs, extensions of regular working

hours specified for a particular shift, shall constitute “overtime”.

14.(a) Subject to any charge that Management may at anytime order, the regular working hours for the provision of services specified under this item shall be as detailed in sub-item 14(b) hereof.

(b) The prescribed regular working hours in respect of specified services are as follows:

Service	Regular Working Hours		Overtime Working Hours
	Monday to Thursday	**Fridays**	**Saturdays, Sundays and Public Holidays**
1. Receipt of Import and Export Documents as defined in Regulation 213 and 215	0815 - 1215 *and* 1415 - 1615	0815 - 1215	
2. Receipt and Delivery of Cargo Miscellaneous Port Services not other-wise enumerated	0700 - 1800	0700 - 1230	
3. Repairing broken packages	0700 - 1800	0700 - 1230	
4. Shorehandling Gangs or Stevedoring Gangs:			
First Shift:	0700 - 1500	0700 - 1230	
Second Shift:	1445 - 2215	1230 - 2030	
5. Conservancy and Supply of Water and Gangway	0700 - 1200 *and* 1300 - 1600	0700 - 1200	
6. Others	0700 - 1500	0700 - 1200	

15. When a party desires any services as enumerated under item 14 to be performed during hours other than the regular working hours or when a party requests for an extension of the regular working hours specified for a particular shift in respect of shore handling and stevedoring gangs, a requisition for the working of overtime must, on each occasion, be made to Management in form and within the period of notice as may be specified by Management. Services so provided outside regular working hours shall be charged for as overtime in accordance with the provisions of this Tariff.

G. VALUABLE AND DANGEROUS CARGO

Valuable Cargo

16. Valuable goods shall include:
    - Bullion
    - Curios, Natural and Artificial
    - Elephant Ivory
    - Essential Oils
    - Goldware and gold plate
    - Hippo teeth
    - Platinum
    - Precious stones and jewellery
    - Pyrethrum extract
    - Rhinoceros horns
    - Silks
    - Silverware and silver place
    - Specie
    - Tortoise shells
    - Cargo n. o. e. carried on an ad valorem bill of lading

Dangerous Cargo

17. Dangerous or inflammable goods as described in Schedule 'D' to the regulations will include:
    - Acetic acid glacial
    - Aceton and other inflammable organic compounds
    - Aniline oil
    - Acetylene, compressed or liquid in cylinders filled with a porous substance
    - Alcohol
    - Ammonia
    - Acids, in bulk or otherwise
    - Carbide of calcium
    - Celluloid and its compound
    - Collodion
    - Chloroform, in bulk or otherwise

All explosives which include:

(a) Gunpowder nitro-glycerine, dynamite, gun cotton, blasting powers, fulminates, coloured fires, fireworks or any other substance used or manufactured to produce an explosive or pyrotechnic effect;

(b) For signals, fireworks, fuses, rockets, percussion caps, detonators, cartridges, ammunition and every adaptation or preparation of an explosive as defined above;

(c) Compressed or liquid acetylene in cylinders not filled with a porous substance
    - Liquified and Compressed Gases
    - Hydrochloric acid
    - Motor spirits and all other inflammable liquids, including turpentine
    - Petroleum
    - Potassium Cynide and other poisonous compounds

- Phosphorous
- All inflammable solids, such as resin, sulphur, camphor, nepthaline, and the like
- Solids which take up water with production of heat, such as caustic
- Soda, caustic potash, zinc chloride, unslaked lime, etc. These must be either in metal drums or protected from water
- Solids giving off highly inflammable gases in contact with moisture, such as carbide, and mixtures containing the same vitriol
- Any other cargo as listed in the IMCO publications governing carriage of dangerous goods by sea.

H. DISAPPLICATION OF THE TANZANIA HARBOURS AUTHORITY TARIFF BOOK OF HARBOUR DUES AND CHARGES

Supersession

18. Following the printing of this Tariff Book of Harbour Dues and Charges, the Tariff Book of Harbour Dues and Charges issued on 1st day of August 1999 which was applicable to all sea ports in Tanzania mainland shall, save as herein provided, cease to have validity and effect

I. SPECIAL AGREEMENTS

All valid contracts and other agreements embodying specific tariff and charges or rates which a customer had the relevant Authority's consent in writing shall remain in full force and effect.

J. TARIFF FOR CONTAINER HANDLING AND OTHER SPECIALISED SERVICES

1. FULL CONTAINER SHIP

(a) A full container ship is one specifically designed to carry containers only. In case of doubt, this will be determined by the Port Manager, Tanzania Ports Authority, before the ship starts working.

(b) For the purposes of raising interim bills, all container ships will be treated as ordinary ships until the type of the ship is determined through the container return.

2. THROUGH BILL OF LADING CONTAINER

(a) A through Bill of Lading Container is a house to house container whose handling and Wharfage Charges are paid by the ship's agents, in addition to Stevedoring Charges.

(b) For other house to house containers, the Stevedoring Charges are paid by the Ship's Agents and the Shore handling and Wharfage charges by the Clearing Agents.

(c) **Reefer Containers**

These will be plugged on to discharging points when available and shall pay an additional charge as per Clause 42.

3. STATUS OF CONTAINERS

The status of all containers will be declared in the manifest, an extra copy of which will be submitted to the Port Manager's office for onward transmission to the Container Terminal before the ship starts working.

If the status of the container is not declared in the manifest, such a container will attract storage charges as per tariff immediately the container is landed until a declaration is received or it is cleared from the Port.

Declaration and Disposal Orders (D&DOs) for containers must also show the status, which must agree with the details in the manifest. In case of difference in status between the Declaration and Disposal Order and the manifest, the Declaration and Disposal Order will be rejected until there has been an amendment to the manifest.

Amendments of status from Port-to-Port to House-to-House and vice versa will be received before the vessel starts working, otherwise rent memos on both cargo and container will be raised from the time the container is landed till such time an amendment is received. Further, if such an amendment is received after the container has been stripped, stripping and stuffing charges will be raised through a container MPS voucher. If the amendment is received at the Container Terminal before the container has been stripped but after the container return has been submitted to the Finance Manager/Revenue Manager, stripping charges will be refunded, subject to an Administration fee of 10% on the amount being refunded.

The disposal of containers will be based on the instructions contained in the Declaration and Disposal Order only. No other document will be accepted.

4. DISCHARGING AND LOADING CONTAINER

In case of discharging and loading empty containers, a full list of containers to be handled, showing the numbers and sizes should be submitted to the Port Manager's Office four (4) days before the ship's arrival. If the list is not submitted as stipulated herein the vessel will not be worked.

5. STUFFING CONTAINERS ASHORE

The closing date for receiving export cargo for stuffing will be 4 working days before the ship starts working.

Empty containers lying outside the port area and required for stuffing with export cargo must be brought to the Container Terminal five (5) days before the ship starts working.

Stuffing instructions, specifying what shipping orders and quantities to be stuffed and in which containers, must be received two (2) working days before the cargo to be stuffed is received. As part of stuffing instructions, shipping orders will be endorsed: **"For stuffing containers in the Port Area** by the Ships' Agents, documents without this endorsement will be rejected.

6. STUFFING CONTAINERS ABOARD SHIPS

Goods to be stuffed in containers aboard ships will be declared in tonnage as general cargo by the Ship's Agents to facilitate the raising of Stevedoring and Stuffing Charges.

7. STRIPPING CONTAINERS ASHORE

Stripping charges on port-to-port containers will be raised against the Ship s Agents.

When a house-to-house container has to be stripped and stuffed on request by the Customs Department the charges will be raised against the importer or his Agents through a container MPS voucher. The charges will be raised as per Clause 39 of this Tariff for port-to-port containers.

8. HEAVY LIFT CHARGES ON CONTAINERS

Heavy lift charges will not apply.

9. SERVICE NOT OTHERWISE ENUMERATED

Any other service not enumerated anywhere else in this Tariff will be rendered on application and will be subject to such charges as the Authority may determine from time to time.

K. VALUE ADDED TAX (VAT)

All charges in this Tariff exclude VAT and any other statutory charges where applicable. VAT and those other statutory charges/levies will be applied at the rate(s) applicable at the time of billing.

CLAUSE 1: PILOTAGE FEES

			Rate per 100 GRT or part thereof per operation - USD	
			Deep Sea Going Vessels	**Coasters**
1	(a)	Entering or leaving Port	4.15	0.98
	(b)	Internal movements	4.15	0.98
	(c)	Dead ship movements	12.20	2.78
	(d)	Movements between adjacent berths	2.10	0.53
	Subject to a minimum charge per Vessel per pilotage service as enumerated in (a) to (d) above		122.05	30.00
2.		**Pilotage Detention Fees:** Where the services of a pilot have been requested at a given time and offered at that time, but the ship, through no fault of Management, does not take these services, pilotage detention fees shall be levied as follows:-		
		For the first 10 minutes	**USD**	**USD**
			No charge	Free
		Thereafter, per minute (subject to a minimum of US$ 81.15 for deep going vessels and US$ 20 for coasters)	3.10	0.75

3.		Cancellation Fees for Pilotage Services Ordered	**Rate per 100 GRT or part thereof per operation - USD**	
			Deep Sea Going Vessels	**Coasters**
	(a)	Any cancellation made 30 minutes prior to the time services are required	Free	Free
	(b)	Cancellation made within 30 minutes prior to the time service is required	86.25	1.95
	(c)	Where the services of a pilot have been requested to bring a vessel in port and the pilot proceeds in response to that request but the ship does not pick up the pilot, a fee twice as much the one payable under 1(a) above shall be levied.		
4.		***EXEMPTION FROM COMPULSORY PILOTAGE** The following vessels are exempted from compulsory pilotage:		
	(a)	Vessels owned or operated by the Government other than those engaged in commercial trade.		
	(b)	Vessels owned or operated by the Authority.		
	(c)	Ferry boats plying as such exclusively within the limits of the harbour and whose GRT is not more than 200 tonnes.		
	(d)	Vessels of less than 200 tonnes net registered and all other vessels of less than 200 GRT incase of coasters.		
	(e)	Tugs, Dredgers, Barges or similar vessels whose ordinary course of navigation does not extend beyond the limits of the harbour.		
	(f)	Vessels by notice in the official gazette exempted by the Minister.		
	(g)	Vessels exempted by the Director General in any one particular case.		
		*Provided that such exemption will not endanger the assured safety of Harbour Installations, other vessels and other marine crafts.		

CLAUSE 2: PORT DUES

Port Dues shall be paid by all vessels entering Port. The charges shall be raised on gross registered tonnage of the vessel as follows:			Rate per 100 GRT or part thereof - USD	
			Deep Sea Going Vessels	**Coasters**
1.		For the first 5 days or part thereof	10.00	2.25
2.		For each successive 5 days period or part thereof	6.00	1.35
3.		Vessels coming for bunkering, water and or stores **pay half of the rates** in items 1&2 above.		
4.	(a)	Ships entering port on account of stress such as bad weather of mutinous crews or disabled or for medical assistance shall not be charged port dues for the first 48 hours after their arrival.		
	(b)	For any period above 48 hours stay, such vessels will **pay half the normal rates** specified under Items 1 and 2 above.		
	(c)	The privilege under item 4(a) will be accorded at the sole discretion of Management.		
5.		Ships calling for slipping or dry docking shall **pay half the rates** specified in Items 1 and 2 above.		

			Rate per 1 GRT in USD
6.	Pleasure crafts over 30 GRT equipped with mechanical means of propulsion shall pay:	**Deep Sea Going Vessels**	**Coasters**
	For the first 5 days or part thereof	4.00	0.90
	Thereafter, per 5 days period or part thereof	2.50	0.60
	Vessels coming for bunkering, water and or stores pay half of the rates in items 1&2 above		
7.	**EXEMPTION FROM PORT DUES** The following vessels are exempted from payment of Port Dues:		
	(a)	Warships of all friendly nations and government vessels not engaged on trading voyage.	
	(b)	Vessels lying in outer anchorage for the purpose of landing or embarking/disembarking passengers and mail only. However, should such vessels load or discharge cargo, port dues at normal rates specified under Item 1 and 2 above become payable.	

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CLAUSE 3: NAVIGATIONAL DUES

		Rate per 100 GRT or part thereof per call in USD	
1.	Combined navigational dues, covering the use of all coast lights in Tanzania Mainland and Zanzibar, shall be levied as follows:	**Deep Sea Going Vessels**	**Coasters**
	Trading and other vessels not exempted under this Clause, including pleasure crafts per call:	4.50	1.05
	Minimum charge per call	20.00	4.50
2.	Vessels may pay in advance for a calendar year an annual fee equivalent to 10calls in one year. Should such vessels make more or less calls than paid for in advance, no adjustment shall be made on the advance payment.		
3.	Ships shall pay combined light dues at the first port of call in Tanzania or mainland Zanzibar.		
4.	Ships (other than those covered under Items 5(i) and (ii) below) which remain in the ports of Tanzania mainland or Zanzibar shall be charged once only per turn-around voyage.		

Exemption		
5.	(i)	Ships of war of all friendly nations and government vessels not engaged in trading voyages.
	(ii)	Ships entering a port on account of stress of weather or with mutinous crew or ships entering disabled or for medical assistance (provided they do not stay in port longer than 48 hours).
		For any period in excess of 48 hours, such ships shall pay the normal rate specified under Item 1 above.
		This privilege will be accorded at the sole discretion of Management.
	(iii)	Traditional fishing boats and traditional vessels.

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CLAUSE 4: DOCKAGE AND BUOYAGE

Ships mooring alongside or double banked at quays, wharves and jetties or moored to buoys shall pay dockage or buoyage charges as the case may be as follows:		Rate per 100 GRT or part thereof per hour or part thereof in USD		
		Deep Sea Going Vessels		Coasters
		First 10,000 GRT	The next in excess of 10,000 GRT	
1.	Vessels at quays, wharves or jetties	0.35	0.18	0.08
2.	Vessels moored at buoys (except as in item 5 below)	0.20	0.10	0.05
3.	Vessels double banked at quays, wharves or jetties	0.35	0.18	0.08
4.	Tankers and other vessels at Bulk Oil Jetties	0.35	0.18	0.08
5.	Tankers at Single Mooring Points	0.35	0.18	0.08
6.	Vessels at Dhow Wharf/ Lighter Wharf /Lighter Wharf Coaster	0.20	0.10	0.05
7.	RO-RO vessels berthed stern ramp to quay	0.20	0.10	0.05
8.	Where a coaster shall remain moored at a buoy because owners are canvassing for cargo, a **charge equal to 25% of the normal dockage charge shall be levied**. Such stay by the vessel shall however, not deprive Management the liberty to use such anchorage for the working of other ships.			

CLAUSE 5: TUG SERVICES

1.	**Charges for Tug Services shall be paid by all vessels.**				
2.	**In this Clause:**				
	`STEAM shall include all power used for mechanical propulsion.				
	`VESSEL shall include all ships, traditional vessels, small crafts, lighters and pontoons.				
3.	**Vessels under own Steam**		**Rate per 100 GRT or part thereof for each tug used per operation - USD**		
	If a vessel is under its own steam the charges shall be as follows:		**Deep Sea Going Vessels**		**Coasters**
			First 10,000 GRT	**The next in excess of 10,000 GRT**	
	(a)	Berthing or unberthing vessels	14.00	7.00	4.80
	(b)	Assisting turning any vessel in the anchorage or in clearing hawse	7.00	3.50	2.40
	(c)	Moving a vessel from one point to another point within the harbour limits	14.00	7.00	4.80
	(d)	Moving vessels from or to a point within harbour limits or from a point outside the harbour	18.00	9.00	6.00
	(e)	Moving vessels to or from a point outside harbour limits beyond two nautical miles	**Rate on application**		
	(f)	Towage of lighters, pontoons and small crafts (other than lash)	7.00	3.50	2.40

<table>
<tr><td>4.</td><td colspan="3">Vessels not under own Steam
If a vessel is not under its own steam the charges shall be double those set out in sub-item 3(a) to 3(d).</td></tr>
<tr><td>5.</td><td colspan="3">Use or Hire of Tugs for purposes outside the normal tariff:
Use or hire of tugs is subject to availability and convenience of the Authority and shall be charged at rates available on request.</td></tr>
<tr><td>6.</td><td colspan="3">Note: Tugs Ordered but kept or remaining idle</td></tr>
<tr><td></td><td rowspan="2">Tugs ordered but kept or remaining idle shall be charged for per tug per hour or part thereof</td><td>Deep Sea Going Vessels</td><td>Coasters</td></tr>
<tr><td></td><td>USD 180.00</td><td>Tugs shall be charged for under paragraph 3 and 4 of Clause 5 as appropriate.</td></tr>
</table>

CLAUSE 6: HIRE OF LIGHTERS AND PONTOONS

1.	In this Clause: **STEAM** shall include all power used for mechanical propulsion. **VESSEL**" shall include all ships, traditional vessels, small crafts, lighters and pontoons.			
2.	Hire of lighters and/or pontoons between the ship and quays, wharves, jetties or buoys shall, subject to their availability, be charged as follows:		**Rate Per ton of lighter or pontoons capacity per 12 hours or part thereof - USD**	
			Deep Sea Going Vessels	**Coasters**
	(a)	For vessels loading or discharging in steam	1.00	0.38
	(b)	For vessels loading or discharging alongside quays, wharves or jetties	1.00	0.38
	(c)	For use as fenders, between vessels and the main wharves (subject to special conditions of hire as laid down by the Authority in an agreement to be entered into before use)	1.00	0.38
	(d)	Transhipment of cargo from ship to ship by lighter within the harbour	1.20	0.53
	(e)	For conveyance of explosives, inflammable oils in cases or drums or dangerous cargo as described in Schedule 'C' of the Harbours Regulations (d) hereof and Item 3.	Treble rates as indicated in sub item (a), (b) and (d) hereof and item 3 below:	
		Note: Charges above include towage of lighters and/or pontoons.		

3.		Hire of lighters or pontoons for any other purposes:	**Deep Sea Going Vessels USD**	**Coasters USD**
	(a)	Lighters or Pontoons	1.20	0.53
	(b)	Towage	**Rates as per Clause 5**	
4.		For items 2 and 3 above there shall be a minimum of	150.00	50.00
(a)		**Notes:** Charges in respect of items 2(a), 2(b), 2(d) shall be raised on the following time basis:		
	(i)	**Imports** From the time the lighter or pontoon is placed alongside the ship until it is unloaded ashore, or 12 hours after it is removed from the ship, whichever is earlier.		
	(ii)	**Exports** Lighters shall be prepared in advance of ship's appointed time but hire time shall commence twelve hours (12 hours) from the posted ship's arrival time as advised by the Agent and run until it is emptied. In case of Coasters, hire time shall start from the time of commencing to load the lighter or pontoon ashore until it is emptied.		
(b)		Hire of lighters and/or pontoons is subject to availability.		
(c)		Notwithstanding payment of hire charges, the lighters and pontoons will be operated by the Authority's personnel.		

CLAUSE 7: MOORING AND UNMOORING SERVICES

For any mooring and unmooring, any vessel in the Port, charges shall be raised as follows:

		Rate per Operations Per 100 GRT - USD					
		Deep Sea Going Vessels				Coasters	
		First 10,000 GRT		The next in excess of 10,000 GRT			
		Normal Time	O/T	Normal Time	O/T	Normal Time	O/T
1.	Mooring and Unmooring Subject to minimum charge of US$ 90 for deep sea going vessels & US$ 23.00 for coasters per operation	1.50	3.00	1.00	2.00	1.50	1.12
2.	Any other Service provided by the Mooring gang upon request per quarter of any hour or part thereof including hauling services			80.00	120.00	18.00	27.00
3.	Management may exempt from charge any movement by a vessel made solely for the convenience of Management.						
4.	Mooring or Unmooring constitute separate operations and shall be charged separately.						
5.	Mooring gangs ordered but remaining idle shall be charged for as per item 2 of this Clause.						

CLAUSE 8: SUPPLY OF FRESH WATER TO VESSELS

			Rates per ton of 224 gallons or 1,000 litres or per harbour tonne or part thereof (whichever is higher) - USD
1.		Fresh water from shore hydrants direct to ship	4.00
2.		Supply of water to ships in stream (Subject to a minimum charge of US $95.00)	8.00
3.	(i)	Supply of water to ships at outer anchorage (subject to a minimum charge of US $145.00)	14.00
	(ii)	Fresh water from barges	8.00
	(iii)	Fresh water from water bowsers	14.00
4.		For testing metre on request a charge of USD 10.00 shall be made and shall be refunded if the metre is found to register incorrectly. A difference of less than 5% either way shall be ignored.	

Clause 8: Supply of Fresh Water to Vessels

5.		When supply of fresh water to a vessel is requested at a given time and a tug, barge or water-boat is either sent out or made available at that time, but is kept waiting alongside vessel or awaits her arrival, charges for detention of the craft shall be raised as follows:	**Rates per half hour or part thereof - USD**
	(a)	Detention for any length of time between 2215 hours and 0700 hrs	26.00
	(b)	Detention for any length of time between 07.00 hours and 23.00 hours	13.00
	(c)	Detention for any length of time on Saturdays, Sundays & Public Holidays	26.00
	(d)	Where the vessels' intake of water is deemed by Management to be below the normal delivery rate, an extra charge of US$6.00 in the case of (a) and (c) and US.$4.00 in the case of (b), per half hour or part thereof, will be payable for any period taken above the normal time for delivery of water.	

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CLAUSE 9: GARBAGE DISPOSAL

Garbage from vessels berthed alongside a quay, wharf or jetty or double banked alongside any other vessels or a quay, wharf or jetty may be placed in covered receptacles on the quay, wharf or jetty specified by Management and shall be charged as follows:	**For a day or part thereof - USD**
Per receptacle	13.00
Note: When the Authority's vehicles are hired for the purpose of disposing refuse, a charge of USD 85.00 will be payable per vehicle per trip during working hours and USD 125.00 during overtime working hours.	

CLAUSE 10: HIRE OF TELEPHONE

Where a ship hires from the Authority telephone for her sole use; she shall be wholly responsible for its safety during the period of hire; charges shall be raised as follows:		**Per 24 Hours or part thereof - USD**
1.	Rental per telephone instrument, inclusive of local calls.	13.00
2.	All trunk and international calls made or booked through the Authority's exchange or the Port Office will be charged and paid for as shall be quoted by Management.	

CLAUSE 11: HIRE OF STAFF AND LABOUR

Unless otherwise provided for in this Tariff Book the following charges shall apply where staff and/or labour is, on request, hired or deemed by Management to be hired.

		Rate per Man per Hour or part thereof - USD	
		Regular Working Hours	**Overtime Hours**
(a)	Hire of carpenters for opening, resecuring or repairing cases or other packages, coopering and repairs to casks, soldering drums, having non-inflammable contents	2.50	5.00
(b)	Hire of coopers for repairs to packages landed in defective conditions.	2.50	5.00

Note: Where carpenters and/or coopers are hired for services other than those specified in sub-items (a) and (b) above charges shall be quoted on application.

(c)	**Hire of Staff and Labour for other services, n.o.e. the following charges shall apply:**			
	(i)	Labourer	2.00	4.00
	(ii)	Watchman/Security Guard/ Stacker Indexman/Sorter	2.00	4.00
	(iii)	Crane/Winch/Operator/ Gangway man	2.50	5.00
	(iv)	Forklift driver	2.50	5.00
	(v)	Serang	2.50	5.00
	(vi)	Clerk	2.50	5.00
	(vii)	Foreman	3.00	6.00
	(viii)	Asst. Operations Officer	3.50	7.00
	(ix)	Operations Officer	4.50	9.00

(d)	**Crane Staff:** Crane staff under this item shall be charged as follows:			
	(i)	Crane/Winch Foreman	3.50	7.00
	(ii)	Crane/Winch Operator	2.50	5.00
	(iii)	Cableman	2.00	4.00
	(iv)	Mechanic	2.50	5.00
	(v)	Electrician	2.50	5.00
(e)		Fire and Safety Staff		
	(i)	Principal Fire & Safety Officer	5.00	10.00
	(ii)	Senior Fire & Safety Office	4.50	9.00
	(iii)	Fire & Safety officer I	4.00	8.00
	(iv)	Fire & Safety officer II	3.50	7.00
	(v)	Fire Inspector	3.00	6.00
	(vi)	Leading Fireman	2.50	5.00
	(vii)	Firefighter Driver & Pump Operator	2.50	5.00
	(viii)	Firefighter	2.00	4.00
(f)		Rates for hire of staff and labour not otherwise specified in sub-item (c) above shall be charged for as quoted by Management in application.		
(g)		Where labour is ordered to be available at specified times but:		
	(i)	Cancellation of such order is received at/or before the time specified by Management for cancellation, no charges shall be raised.		
	(ii)	Cancellation is received after the time specified by Management for cancellation, charges shall be raised equivalent to 8 hours for each of the categories of staff or labour as set out in sub-item (a), (b), (c) or (d) above.		
	(iii)	Labour ordered during overtime hours, except extensions, shall be charged for full shift of 8 hours.		

CLAUSE 12: HIRE OF EQUIPMENT

When, subject to availability and convenience to Management, equipment is hired, charges shall be raised as follows:			Rates per hour or part thereof USD	
			Within Port area	**Outside Port area**
1.		**Mobile Cargo handling Equipment n.o.e.**		
	(a)	Upto and including 5 tons capacity each	16.00	32.00
	(b)	Over 5 tons capacity	20.00	40.00
	(c)	Frontloader/Side Loader - 16 tons	60.00	120.00
	(d)	Frontloader/Side Loader - over 16 tons	90.00	180.00
2.		**Mobile cranes**	40.00	80.00
	(a)	Cranes of upto and including 5 tons capacity, each		
	(b)	Cranes over 5 tons but not exceeding 10 tons each	60.00	120.00
	(c)	Cranes over 10 tons but not exceeding 20 tons	80.00	160.00
	(d)	Cranes over 20 tons but not exceeding 40 tons	100.00	200.00
	(e)	Cranes over 40 tons	150.00	300.00
	Note: Hire time will begin from the time the crane leaves the port. The hirer will be responsible for the drivers' overtime where worked.			

3.		**Quay Cranes, Portal Yard and Lighter/Coaster Wharf Cranes**		
	(a)	Cranes of upto and including tons capacity each	100.00	
	(b)	Cranes of over 5 tons capacity each	120.00	
4.		**Floating Cranes**		
(a)		For hire of crane per hour or part thereof (Minimum charge two hours)		
	(i)	Upto 60 tons capacity	200.00	400.00
	(ii)	Above 60 tons capacity	300.00	600.00
(b)		**In addition:**	**Rate per Lift in USD**	
			Within Port area	**Outside Port area**
	(i)	Per lift upto 20 deadweight tons	80.00	160.00
	(ii)	Per lift over 20 deadweight tons	120.00	240.00
	(iii)	Per lift over 60 deadweight tons	170.00	340.00
		Note: Hire charges for the floating cranes include towage.		
5.		**Hire of Pilot Boats**		
		Pilot boats shall be hired **per hour** or part thereof. This rate includes the normal port pilot boat crew.		100.00

6.		**Hire of Miscellaneous Equipment**	**Rate per Calendar Day or part thereof - USD**	
			Within Port area	**Outside Port area**
	(a)	Pallets, each	2.00	4.00
	(b)	Tarpaulins, each	20.00	40.00
	(c)	Gangways, each	40.00	80.00
	(d)	Lorries hire inluding for disposal or offensive, condemned, damaged or abandoned cargo, each USD 100.00 per lorry per trip and USD 200.00 overtime		
		Note: (1) The charge for hire of lorry includes the cost of labour (2) For equipment hired outside the port area hire charges are collectable in advance.		
	(e)	Port Trailer per calendar day or Part thereof	100.00	200.00

7.		**Fire and Safety Appliances and Equipment**	**Rate per Hour or part thereof - USD**
(a)		**Appliances**	
	(i)	Turntable Ladder	20.00
	(ii)	Heavy Unit (750/1000 GPM)	18.00
	(iii)	Major Unit (450/500 GPM)	15.00
	(iv)	Portable Pumps	13.00
	(v)	Light Van	10.00
	(vi)	Staff Car (Inclusive of minimum crew without an officer)	8.00
(b)		**Equipment on Hire**	**Rate per day or part thereof - USD**
	(i)	Stand Pipe and bar	4.50
	(ii)	Fire Hose per Length	4.50
	(iii)	Ladders (other than TL)	5.50
	(iv)	Ropes and Lines	3.50
	(v)	Flood Light	3.50
	(vi)	Fire Extinguishers	8.50
	(vii)	Supply of Water by bowser (Inclusive of cost of water per trip)	40.00
(c)		**Testing and Repairs**	**USD Each**
	(i)	Test	4.00
	(Ii)	Patch	4.00
	(Iii)	Rewire Coupling	4.00
	(Ii)	Jointing	4.00
	(v)	Hose Blunt Joint	4.00
	(vi)	Hose Reel Test	4.00

CLAUSE 13: PORT LABOUR KEPT OR REMAINING IDLE

1.	Advice as to the particulars of port labour required must be furnished to Management by 14.00 hours for third shift working on the same day and for the first and second shifts working for the following day.
2.	The only times for which port labour may be ordered are for work starting at the following times:
	Monday to Fridays - 0700 hours, 1445 hours and 2215 hours Saturdays, Sundays & Public Holidays - 0700 hours
3.	If port labour, after being ordered for the purpose of handling imports, exports, trans-shipments or baggage is kept or has to remain idle for any reason whatsoever, except as provided for elsewhere in this Tariff, charges shall be raised, subject to a minimum of 2 hours, for each of the categories of staff or labour at hire rates as set out in Clause 11.
	Provided that where port labour is kept or has to remain idle through direct action of port management alone, charges under this item may not be raised.
4.	**In this Clause the term:**
	Port labour shall include baggage gangs, shore-handling gangs, lighterage gangs, stevedoring gangs and any other port labour that may be hired.

CLAUSE 14: STEVEDORING

1.	In this Clause the terms:		
	Regular working hours and **overtime** shall have the meaning and construction ascribed to them in the preliminary, Interpretation and Miscellaneous Provisions Sections of this Tariff Book.		
2.	For any Stevedoring services performed during regular and overtime hours, the following charges shall be raised:-		**Rate per Harbour Tonne or part thereof - USD**
A.	(i)	**Dry General and Breakbulk Cargo**	
		Dry General, breakbulk cargo discharging, loading, shifting within hold or shifting on deck without landing including Motor Vehicles discharged on LOLO and RORO Vessels including palletized or unitized cargo and shut out cargo from lighters.	5.50
	(ii)	**Cargo loaded to a ship but not accepted** for carriage and discharged from the ship to shore	9.00
	(iii)	**Cargo landed and reshipped** and shifting from hold to hold	9.00
	(iv)	Discharging or loading **Transshipment cargo**	6.00
B.		**Dry Bulk and Bagged Cargo** Discharging or loading of bagged cargo and dry bulk cargo handled from a vessel via mechanical method to a waiting truck or to a bagging facility on the quay	6.00

C.	(i)	**Stevedoring and Bagging** Commodities carried in bulk and bagged at the quayside or silo **excluding transfer cost to silo** shall be charged Stevedoring.	6.00
	(ii)	Bagging charges (excluding overtime charges)	7.50
D.		**Other Cargo**	**Rate per package or per bag -USD**
	(i)	Passenger and Crew Baggage for ocean passengers, i.e. passengers embarking or disembarking at a port, a stevedoring **fee for handling passengers and crew baggage on board and ship s stores** per package or article	2.00
	(ii)	Mail Bags - per bag	1.00
E.	(i)	**Difficult Cargo** Discharging or loading of Charcoal, Oil Cake, Wet Hides and Skins, Rock Sulphate, Pig Iron, Sulphur, Dangerous and Secret cargo listed under Schedule 'D' of Tanzania Ports Authority Regulations and the Blue Book and as partly set out in Part 'G' of Section 1 (Preliminary Interpretation)	7.00
	(ii)	Discharging or loading of Loose Timber and Loose Scrap	8.00
	(iii)	Discharging or loading of Cold Storage Cargo	12.00

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F.		**Valuable Cargo** Valuable cargo including: Bullion, Curios (natural nad artificial), Elephant Ivory, Essential Oils, Goldware and Gold plate, Hippo Teeth, Platinum**,** Precious Stones and jewellery, Pyrethrum extract, Rhinoceros Horns, Silks, Silverware and Silver plate, Specie, Tortoise Shells and Cargo n.o.e. carried on an ad-valorem bill of lading shall be subject to stevedoring charges of:	7.00
G.		**Heavy Lifts** In addition to normal stevedoring charges due under this Clause, heavy lifts handling charges shall be raised as below:	**Rate per package or article - USD**
	(i)	5 deadweight tonnes but under 1 deadweight tones	10.00
	(ii)	10 deadweight tonnes but under 20 deadweight tones	15.00
	(iii)	20 deadweight tonnes but under 40 deadweight tones	25.00
	(iv)	40 deadweight tonnes and over	36.00
H.		**Handling of Livestock**	**Rate per Animal - USD**
	(i)	Camels, horses, cattle, mules, donkeys and other large animals	6.00
	(ii)	Sheep, pigs, and other small animals	2.00
	(iii)	Cattle walked on Board – Large Cattle walked on Board – Small	2.00 1.00
	(iv)	Game animals in crates or boxes per 1 cubic meter or part thereof	3.00
	Note: A permit must be obtained from the Authority where livestock is required to be handled at other than appointed places.		

I.	**Overtime Working**
	Overtime working shall be at the discretion of Management and shall be requested by the Master of the ship or his agent. Where such a request is accepted by Management, **a charge of US$500 shall be levied per gang per shift** additional to the rates quoted above.
J.	**Notes on Stevedoring**
	Note 1: Palletised or Unitised cargo shall exclude containerized cargo.
	Note 2: Discharging or loading transshipment cargo, handling of cargo landed and re-shipped, shifting within the same hold or from hold to hold as well as shifting on deck without landing will only be performed on request and prior authority obtained.
	Note 3: When cargo has been landed to be trans-shipped and is left on the port premises for more than 24 hours a charge of **US $ 0.4 per Harbour Tonne** or part thereof per 24 hours or part thereof shall become payable.
	Note 4: If use is made of port vehicles, per 24 hours or part thereof; when available, such use shall attract a charge of USD **4.00 per Harbour Tonne.**
	Note 5: If the cargo has to be landed ex-lighter, charges as appropriate shall be raised under Item **(A)** above.
	Note 6: Cargo landed and re-shipped without import/export shipping documents will in addition be charged as per **Clause 29(3)h.**
	Note 7: Stevedoring Gangs Requested But not utilized Should stevedoring and associated gangs be requested by the Master or Agent of a ship for over-time work but not utilised, charges shall be raised against the vessel at hire of labour rates for each category of staff or labour (comprising the gang or gangs) as set out in Clause 11, subject to a minimum of 2 gangs, charged for as working a minimum of 8 hours each. Provided that cancellation of stevedoring gangs ordered will be accepted without charge one hour prior to the time the service is required.

Note 8: Incidental Services included in Stevedoring Rates
The following incidental services insofar as they are related to cargo loaded, discharged, shut-out or loaded but not accepted for carriage and discharged from the vessel, are included in the above stevedoring rates: **Supply of craft for transporting labour to or from ship, use of cranes when available, except floating cranes, labour for Lighters, winchmen, hatchwaymen and use of gear other than special equipment.**

Note 9: Services not included
Use of floating cranes services insofar as they relate to stevedoring services, are not included in the stevedoring charges:

(i) Opening and closing of hatches
(ii) Use of floating cranes
(iii) Handling of dunnage or separation materials
(iv) Trimming of Cargo
(v) Any other incidental services not included under Note 8 above.

Where items enumerated under this note above (i) - (v) have been performed charges shall be raised as follows:

(i) On the basis of **hire of labour** for each category of staff or labour as set our in **Clause 11**.

(ii) On the basis of **hire of labour and/or equipment** provided and/or material used.

Note 10: Operations Causing Poor Stevedoring Performance
Where stevedoring services have been performed but operating results are deemed by Management to be unsatisfactory due to that type of cargo, storage or vessel or on account of any other reason outside the control of Management, charges as applicable shall be raised on the basis of:
(i) Hire of labour rates as set out in Clause 11.
(ii) Hire of labour rates and/or equipment provided and/or material used.

CLAUSE 15: MOVEMENT OF CARGO IN OR FROM A VESSEL

1.	When a vessel desires to land cargo temporarily for later re-loading prior permission of Management must be obtained. When such permission has been obtained the following charges shall apply:		**Rate USD**
	(a)	If the wharf is used per tonne or part thereof of cargo deposited per 24 hours or part thereof	1.00
	(b)	If a port vehicle is used per 24 hours or part thereof (when available)	9.00
	(c)	Handling unpacked motor vehicles on two wheels: Per vehicle up to 5 deadweight tons for each additional Dead Weight tons or part thereof.	9.00
	(d)	If the cargo has to be landed ex-lighter, charges as appropriate shall be raised under sub-items (a), (b) and (c) above.	
2.	If any cargo is landed under the provisions of this Clause without the prior permission of Management, charges as for "Trans-shipment" as defined in Clause 14 A (iv) (and over landed cargo) shall be raised.		

CLAUSE 16: MISCELLANEOUS PORT SERVICE

Weighing and/or measuring shall be performed only for the purposes of assisting and/or checking port and shipping charges.			
The undermentioned services, which include the supply of weighing and measurement certificates where applicable, shall be at the following rates:			
A.		**Weighing and Marking- Import and Trans-shipment**	**Rate -USD**
	(i)	Weighing of packages or articles singly, per 50 kgs or part thereof	1.00
	(ii)	Weighing of packages or articles collectively, per 1000 kgs. or part thereof.	4.00
B.		**Measuring**	
	(i)	**Imports, Exports and Trans-shipment:** Measuring of packages or articles per tonne or 1 cubic metre or part thereof	4.00
	(ii)	**Baggage:** Measuring of baggage per piece	1.00
C.		**Removal and/or Sorting**	
	(i)	**Removal of Exports**	
		Export cargo received into the port area and subsequently unstacked, loaded and removed therefrom, through being shut-out, or any other of the senders or their agents, shall be charged for on the following basis:	
		(a) Dar es Salaam and Tanga Ports	4.00
		(b) Mtwara: (1) For unstacking and loading by sender's labour	2.00
		(2) For unstacking and loading by Port labour	3.00
	(ii)	**Sorting of Exports** Sorting exports to marks, numbers, kind, size or other characteristics.	2.00

		Except as may be otherwise herein provided removal and sorting charges of export cargo waiting shipment shall be charged for on the following basis:	
		(a) Under single shipping order when:	
		(1) The shipping marks and/or the nature of shipping instructions make it necessary to search physically for marks/or numbers peculiar to single individual package in order to effect delivery to the ship,	
		(2) By express request or by nature of instructions for delivery to the ship, sorting is necessary according to kind or size (meaning any of three dimensions), or to other characteristics, unidentifiable by any common shipping mark in order to effect delivery to the ship **and**	
		(b) From one truck and under two or more shipping orders, irrespective of the identity or diversity of their holders if the shipping marks and/or general characteristics of the packages make it impossible to distinguish between the contents of the different shipping orders without physical reference to marks, numbers and/or characteristics peculiar to single individual packages.	
		The charges shall be on the following basis:	**Per Harbour tonne or part thereof - USD**
		Sorting or Removal to another shed or stacking ground when in the discretion of the Management this is necessary for sorting	4.00
	(iii)	**Sorting of Imports** Sorting of imports aboard or ashore to marks, numbers, kind, size or other characteristics	4.00

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	(iv)	**Removal or Sorting of Imports** Except as may be otherwise herein provided removal charges on import cargo shall be raised on the following basis:	
		(1) Under single bill of lading when, the shipping marks and/ or the nature of delivery instructions make it necessary to search physically for marks and/or numbers peculiar to single individual packages in order to effect delivery; OR	
		(2) By express request or by the nature of delivery instruction, sorting is necessary according to kind or size (meaning any of three dimensions) or to other characteristics unidentifiable by any common shipping mark in order to effect delivery; AND	
		(3) From one ship and under two or more bills of lading, in respect of the identify or diversity of their holders, if the shipping marks and/ or general characteristics of the packages make possible to distinguish between the contents of the different bills of lading without physical reference to marks, numbers and/or characteristics, peculiar to single individual packages.	**Rate per Harbour tonne of part thereof USD**
		(i) Sorting	3.00
		(ii) Removal to another shed or stacking ground necessary for sorting	4.00
	NOTES:		
	(a) For sorting purposes, shipping marks and numbers are those which both appear physically on the articles and/or packages and are described in the bill of lading and shipping and disposal documents.		
	(b) Subsidiary marks and numbers shall mean those which are not common to the whole consignment and which are not necessary for the delivery of a consignment in its entirety.		

	Bagging and Re-bagging of cargo excluding cost of bags per bag:		**Rate per Bag- USD**
	(i) Manual		2.00
	(ii) Mechanised		1.00
D.		**Patching and repair and sewing of bales** of replacing one end of cover (excluding cost of hessian) per bale; **Re-Sewing of bagged** export cargo per bag, charges for re-sewing of bagged import cargo AND **Banding or re-banding of cases** per case (excluding cost of materials)	1.00
E.		**Returning and Shipping of Empty Bags:** Where bagged commodities are **loaded in bulk and bags are bled on board vessel**- for returning empty bags ashore and stacking per tonne of commodity and **Shipping empty bags on board** for bagging bulk cargo for landing ashore per Harbour tonne of commodity. **Note:** Storage charges at export rates shall be raised 48 hours after the ship sails.	1.00
			Rate per Harbour Tonne or part thereof - USD
F.		**Double handling of Cereals** Double handling of maize, pulses or wheat in transit sheds for the purpose of grading per deadweight tones	3.00

G.		**Facilities for fumigation of import cargo on request**	**Rate per Harbour Tonne or part thereof - USD**
		Import cargo for fumigation shall be placed at the disposal of the fumigator at a suitable site ashore where convenient to Management and charges, for handling services as necessitated by the fumigation shall be raised on the following basis:	
		Rice per deadweight tonne	4.00
		Other commodities: per bag or sack or per bale or per package n.o.e.	1.00
		Note: If lighters are used, charges for **hire of lighters shall be US$ 1.00 per tonne** of lighter capacity **per 12 hours** or part thereof **subject to a minimum of US$150.00 AND** Normal **storage** charges as set out in Clause 23 **shall apply in respect of cargo under fumigation.**	
H.		In addition to the foregoing, other miscellaneous port services not specifically provided for, shall, at the convenience of Management, be performed on request. Charges for such services shall be based on the Hire of Labour, Hire of Equipment and/or Materials used.	

CLAUSE 17: LAID-UP-SHIPS

1.	A ship in a port shall not be treated as "laid-up" unless Management is satisfied that she has no cargo on board, she is not used for storage purposes, the articles of agreement with the crew thereof have been closed other than the following who must remain on board during the entire period of lay up to man the ship and facilitate safety: • An Engineer to man the generators; • One Deck Officer; • 2 Seamen to deal with any emergency that may arise.
	The ship has been surveyed and a certificate of seaworthiness issued by a competent authority, and it has been adequately insured.
2.	Due notice of intention to "lay-up" a ship shall be given by the owners or agents thereof to Management who shall thereupon declare the date on which such ship is to be treated as a "laid-up-ship".
3.	As and from such date dues shall be charged for such ship at **the rate of US$10.00 per 100 GRT for the first twelve calendar weeks or part thereof and, thereafter US$ 13.00 per 100 GRT for a subsequent period of twelve calendar weeks**. After the twenty four weeks, the laid-up status shall cease and the normal port charges shall be levied.
4.	If such ship proceeds to another port for the purpose of being "laid-up", port dues shall be charged afresh as herein before prescribed from the date of entry of such ship into the next port.
5.	All charges under this Clause shall be paid in addition to any charges payable in respect of such ships under Clause 2 and other Clauses of this Tariff.

CLAUSE 18: SLIPPING AND UNSLIPPING OF VESSELS HIRE OF SLIPWAYS

1.	The Authority may, at its discretion and subject to its own requirement, permit its slipways, to be hired for work to be done on vessels privately, subject to conditions of hire as laid down by the Authority and incorporated in an Agreement to hire to be entered into between the hirer and the Authority.
2.	Application for the use of port slipway facilities, giving particulars of the vessel to be slipped, the time for which occupation of the slipway is needed, and the work proposed to be carried out on the vessel, should be made to the Port Manager.
3.	The charges shall be raised and paid as quoted by Management in advance.

CLAUSE 19: LICENCES AND FEES

1.	**Exemption from compulsory Pilotage** When in any particular case a ship is exempted from compulsory pilotage, a certificate of exemption shall, on payment of the prescribed fee, be issued by Management to the Master of the ship concerned, and unless suspended or revoked or unless the Master of the ship relinquishes command of such ship, the certificate, shall remain in force for a period of 12 calendar months from the date of issue:		
	Provided that a ship may on a single or special occasion be exempted from compulsory pilotage without issuing a certificate of exemption.		
	The prescribed fee aforesaid shall be: Exemption from pilotage for a period of one calendar year or part thereof:		**Rate - USD** 55.00
2.	**Port Baggage Attendants Licenses** Port Baggage Attendants' Licences, will be issued to a person or firm, for the period from 1st January to 31st December or part thereof. The issue of these licences shall be subject to such conditions as may be notified to licences' holders from time to time.		6.00
3.	**Ship Chandler s and Ship Contractor Licences**		
	(a)	Ship Chandler's Licences, per person or firm, for the period from 1st January to 31st December or part thereof.	500.00
	(b)	Ship Contractor s Licence per person or firm for the period from 1st January to 31st December or part thereof	500.00

4.	**License for Harbour Craft in use and Fishing Stakes at all Ports** License for harbour craft in use and fishing stakes per calendar, or part thereof:		**Rate per metre of Crafts or part thereof USD**
	(i)	Rowing and sailing boats used in the conveyance of goods, baggage or passenger	3.00
	(ii)	Steam and motor launches used in the conveyance of goods, baggage or passengers, or for any other business purposes	4.00
	(iii)	Steam or motor launches licenced for public hire	3.00
	(iv)	Dump lighters, boats, barges and Pontoons	3.00
	(v)	Tugs, lighters, motor boats, or other working craft, mechanically propelled	4.00
	(vi)	Hulks	6.00
	(vii)	Steam Ships motor or rowing boats, or any other craft used solely for pleasure purposes and not plying or let for hire	4.00
	(viii)	Any other unspecified floating crafts	2.00
	(ix)	Traditional fishing canoes (dug-outs), Traditional fishing boats, Fishing Stalks (fito) and Fishing Stalks (Khuti)	2.00
5.	Passengers embarkation per person per embarkation		0.50
6.	Passenger and Cargo canvasing for Dhows and Schooners Agency licences per person or firm per year		55.00
7.	Bunkering licenses per person or firm per year		500.00
8.	Licences for Cargo, Handling Agency (Clearing & Forwarding) per person or firm per year.		50.00

Notes:

(a) Licencing fees **are due on the 1st January of each year or within one mont**h from the date the craft or fishing stake is brought into use.

(b) Licensing fees shall be automatically doubled if not paid within three months from the date they become due.

CLAUSE 20: HIRE OF ROW BOATS, BOATS,PORTERAGES AND BUMBOATMEN S LICENCES

The following are the authorised charges:-			
A.		**Row Boats**	**USD**
	(i)	To or from ships in the inner harbour between 6.00 a.m. to midnight single journey per passenger	1.00
	(ii)	6.00 a.m. to midnight double journey per passenger	2.00
	(iii)	Midnight to 6.00 a.m. single journey per passenger	2.00
	(iv)	Midnight to 6.00 a.m. double journey per passenger	4.00
	(v)	Double journey fares include fifteen minutes waiting time after which charges for waiting in excess of every fifteen minutes or part thereof will be:	1.00
	(vi)	Baggage other than small articles carried in the hands of a passenger per package	1.00
B.1		**Motor Boats Dar es Salaam**	
	(i)	To or from ships in the inner harbour between 6.00 a.m. and midnight per passenger	2.00
	(ii)	Midnight to 6.00 a.m. per passenger	3.00
	(iii)	Baggage other than small articles carried in the hand of a passenger, per package	1.00
	(iv)	To or from ships lying at the Outer Anchorage Per passenger	3.00
	(v)	Baggage other than small articles per package	1.00

B.2	**TANGA: By Arrangement between 6.00 p.m. to 6.00 a.m.**		**Hire Time By Arrangement USD**	
			6.00am and 6.00pm	**6.00pm and 6.00am**
	(i)	From Pier to 'F' Berth or beyond per passenger	2.00	3.00
	(ii)	From Pier to any Anchorage off Customs Pier per passenger	1.00	2.00
	(iii)	From Pier to any other berth per passenger	2.00	3.00
	(iv)	Baggage for each package of 25kgs carried personally	1.00	1.00
	(v)	Baggage for other packages not carried personally	1.00	1.00
	(vi)	Transport of Passengers and Baggage to and from Dhow Anchorage per person or per package	1.00	1.00
C.1		**Portrage- Dar es Salaam**	**USD**	
	(i)	Licenced porters at Passenger landing Jetty, City Drive: Hand Baggage 5 kgs. and over per package	1.00	
	(ii)	All baggage under 5 kgs. per package	1.00	
	(iii)	All baggage (except hand baggage) over 5 kgs but under 50 kgs. per package	2.00	
	(iv)	All baggage (except hand baggage) over 5 kgs. and over, for each 25 kgs. or part thereof	1.00	

		Note:	
	(i)	In respect of passengers' and crews' baggage dealt with over the Authority's Main Quay per package or article	2.00
	(ii)	Registration of porters and monthly licensing fees per month per person	1.00
	(iii)	For preparation of copy of licence per copy	1.00
C.2		**Portrage - Tanga**	**USD**
	(i)	For each piece of baggage from Landing Stage to the Customs Shed upto 25 kgs **OR** For every additional 25 kgs or part thereof	1.00
	(ii)	From Customs Shed to Tanga Municipality upto 25 kgs in weight **OR** For every additional 25 kgs or part thereof	1.00
D.		**Bumbboatmen s Licences - Dar es Salaam**	**USD**
	(i)	Monthly licence fees per month per person	2.00
	(ii)	For preparation or copy of licence (per copy)	1.00

CLAUSE 21: BAGGAGE ATTENDANTS CHARGES

<table>
<tr><td colspan="5">Licensed Baggage Attendants are authorised to make the following charges:</td></tr>
<tr><td rowspan="4">1.</td><td>(a)</td><td colspan="3">An inclusive fee as below for all services performed in the port area relative to the baggage of passengers from or to ships:

USD 2.00 per package, with a minimum of USD 3.00 and a maximum of USD 10.00</td></tr>
<tr><td rowspan="3">(b)</td><td rowspan="2">In additional to the foregoing charges, where passengers’ baggage is conveyed to shore from a ship lying in the stream (or vice versa) the following shall be charged:</td><td>Motor Boat</td><td>Row Boat</td></tr>
<tr><td colspan="2">USD</td></tr>
<tr><td>Per Passenger</td><td>2.00</td><td>2.00</td></tr>
<tr><td></td><td>Per Package</td><td>1.00</td><td>1.00</td></tr>
<tr><td>2.</td><td colspan="4">Double the amount of charges prescribed above may be charged between 8 p.m. and 5 a.m.</td></tr>
<tr><td>3.</td><td colspan="4">The baggage attendant and his employees are not to be included as passengers in the charges made.</td></tr>
<tr><td>4.</td><td colspan="4">Charges in respect of passengers’ baggage as prescribed in Clause 20 shall also apply.</td></tr>
<tr><td>5.</td><td colspan="4">Motor car hire is a charge personally incurred by the passenger concerned and is not included in the Baggage Attendants’ authorised charges.</td></tr>
</table>

CLAUSE 22: PASSENGER AND LUGGAGE SERVICES – LINDI (Coastwise traffic)

		USD
1.	Passenger - for each passenger to or Baggage other than that carried in the hands of a passenger per package	1.00
	For each passenger to or from a ship at the outer anchorage	1.00
	Baggage other than that carried in the hands of the passenger, per package	1.00
2.	**Hire of Motor Boat -** Charges for the hire of motor boat, if available, for conveyance of passengers and personal effects only:	
	To or from – Kitunda	
	Myange	4.00
	Arab House	6.00
	Mkwaya/ Mgongo / Nyanda /Mingoyo /Nyannura	9.00
	Kiwetu	15.00
	Demurrage charges if the boat is detained at destination for more than 1 hour - for extra one hour or part thereof double rates as above will apply.	
3.	Portage - from shore boat to Customs Shed or vice versa per package	1.00

CLAUSE 23: PRIVATE MOORING BUOYS

1.	Management may grant permission for laying Mooring Buoys for private use. The fees payable on such Private Mooring Buoys shall be as follows:		**USD**
	For craft engaged in commercial activities		
	(i)	Buoys of ships, lighters and tugs, for each buoy and its mooring, per calendar month	25.00
	(ii)	Buoys for motor and other boats over 10 metres Length Overall, for each buoys and its moorings, per Calendar month	7.00
	(iii)	Buoys for motor and other boats, under 10 metres, L.O., for each buoy and its moorings, per calendar month	4.00
2.	For private boats and yatchs used solely for pleasure; for each buoy and its mooring per calendar month		7.00
Note:			
No private moorings are to be laid or removed without specific permission from Management.			
Mooring Buoys for Police Boats, Customs Boats and Government owned boats, not engaged in trading, shall be exempted from payment of fees prescribed above.			

CLAUSE 24: AMENDING OR CANCELLING ORDERS

A charge **of US$ 3.00 for each order shall be raised for amendment or cancellation of orders**. This shall include preparation of fresh documents when the original documents are reported lost.

CLAUSE 25: SHIPS STORES

Vessels stores handled by owner's labour are exempted from Port Charges provided a permit had been obtained from the Management, in each case prior to shipment. However, where such stores are landed from one vessel for subsequent loading into another, and are left in the port area for any length of time, these shall be treated as trans-shipment cargo and charged for accordingly.

CLAUSE 26: MILITARY BAGGAGE

Military Baggage handled by the Military is exempted from payment of port charges.

CLAUSE 27: CHARTS

Navigational charts may be purchased at the office of the Harbour Master at rates quoted by Management.

CLAUSE 29: WHARFAGE

1.	Wharfage charges shall be raised on all cargo passing over the quays, wharves, jetties and buoys belonging to the Authority.		
2.	**Basis for determination of values of Commodities** For the purpose of assessing wharfage charges, the values of commodities shall be deemed to be the values accepted by the Customs & Excise Department and declared on the relevant documents as defined in TPA Regulations subject **to a minimum value of USD 200.00 and a maximum value of USD 2500.00 per Harbour Tonne or part thereof**. Wharfage charges on cinema films shall, however, be assessed on the print value of the film.		
3.		**Wharfage Rates**	**Rate - USD**
	(a)	**Imports (including Bulk Oils) n.o.e**	
		(i) Domestic	1.6% ad valorem
		(ii) Transit	1.25% ad valorem
	(b)	**Exports (including Bulk Oils) n.o.e**	
		Domestic and Transit	1.0%
	(c)	**Transhipment and overlanded** cargo-charged once	0.8% ad valorem
			Rate - USD
	(d)	**Dhow cargo** per harbour tonne or part thereof:	2.00
	(e)	Lubricating and fuel oils (including Petrol, Benzine, etc.) supplied to vessels for their own use, by pipeline or ship or by other means per deadweight tonne or part thereof or	2.00

	(f)	Bullion, specie, currency notes, postal stamps, registered envelopes and embossed revenue postal stationery (not handled by the Authority):	
		Bullion, per US$ 200 value of part thereof	3.00
		Specie, currency notes postal stamps, registered envelopes and embossed revenue postal stationery per harbour tonne or part thereof:	3.00
	(g)	Molasses in Bulk	1.0% ad valorem
	(h)	Goods landed and reshipped not covered by import or shipping documents **per tonne (USD)**	2.00
	(i)	**Secret Cargo**	**Rate per Harbour Tonne of part thereof - USD**
		(i) Domestic General cargo	12.00
		(ii)Transit General cargo	10.00
			Rate per TEU - USD
		(iii) Domestic Containers	250.00
		(iv) Transit Containers	200.00
4.		**Wharfage Charges on Containerised Transit Traffic**	**Rate per Container Unit of - USD**
			Up to 20ft / **Over 20ft**
		FCL Containers – Imports	240.00 / 420.00
		FCL Containers – Exports	160.00 / 280.00
		Note: Wharfage charges collected on shut-out cargo already in the port shall not be refunded.	

CLAUSE 30: WAYLEAVE DUES

1.	Except as may be expressly authorised and subject to special other conditions as may be imposed by the Authority, no goods may be landed or loaded at other than appointed places within the harbour limits.			
2.	Where such permission has been granted, wayleave dues shall be levied on all cargo passing either:			
	(a)	Over facilities which are within the harbour limits but which do not belong to the Authority.		
	(b)	Over places other than the appointed places within the harbour limits.		
3.	**Wayleave dues shall be levied at the following rates:**		**Rate per Harbour Tonne or part thereof - USD**	
	(i)	Import and Exports per Harbour Tonne	3.00	
			Upto to 20ft. - USD	**Over 20ft - USD**
	(ii)	Imports Containerised	90.00	180.00
	(iii)	Exports Containerised	75.00	150.00
4.	Should cargo which has been subject to wayleave dues under this Clause be subsequently transferred over any of the Authority's facilities (including quays, wharves, jetties, mooring or anchorages), the relevant tariff charges shall apply.			
5.	Lighterage and handling may be performed on request for which rates will be as per Clause 6 of this Tariff Book.			
Note: In this Clause, Wayleave dues do not include wayleave charges raised for use of land quay, land held by the Authority for which charges may be raised and paid as quoted and prescribed by or covenanted with Management.				

CLAUSE 31: SHOREHANDLING

A.1	**Domestic Traffic**		
	Where Shorehandling services have been provided for import, export or transhipment cargo and over-landed cargo, charges shall be raised as follows:		**Rate per Harbour Tonne or part thereof - USD**
	(a)	Imported Dry Breakbulk Cargo (including dry general cargo, dry bulk, bagged cargo, motor vehicles, machinery, etc)	7.00
	(b)	Domestic Exports	3.50
	(c)	Transhipment and overlanded cargo	7.00
	(d)	Shut-out Cargo (**Note:** In addition, removal charges on shut-out cargo shall be charged).	1.50
	(e)	Transfer of cargo within the Port area	3.50
	(f)	Transfer of cargo to Customs Warehouse	3.50
	(g)	**Domestic Imports directly delivered** from vessel or lighters to road/rail	6.00
A.2		**Loading and Unloading**	Hire of Staff and equipment
	(a)	Railway Wagons	
	(b)	Lorries & Other motor vehicles	Hire of Staff and equipment where applicable

A.3		**Valuable Cargo** as mentioned in the preliminary interpretation and miscellaneous provisions per USD 200.00 value or part thereof.	7.00	
A.4		**Crew Baggage** per package or article	1.50	
A.5		**Passenger Baggage** per package or article	1.50	
A.6		**Shorehandling on Domestic Containers (Exports & Imports)**	**Rate per Container Unit of - USD**	
			Upto 20ft.	**Over 20ft.**
	(i)	FCL Containers	90.00	135.00
	(ii)	Stripping/Stuffing	70.00	140.00
	(iii)	Empty Containers	10.00	20.00
	(iv)	FCL for Customs Examination	180.00	360.00
	(v)	Extra Movement	10.00	20.00
	(vi)	Change of status	80.00	135.00

B.1		**Transit Traffic**		
		Shorehandling shall include loading and unloading of Railway wagons and/or Road vehicles. Where Shorehandling Services have been provided for Import or Export Cargo, charges shall be raised as follows:	**Rate per Harbour Tonne or Part thereof - USD**	
	(a)	Imported Dry Breakbulk (including dry general cargo, Dry bulk, Bagged cargo, Motor vehicles, Machinery, etc)	6.00	
	(b)	**Transit Imports directly delivered** from vessel or lighters to road/rail	5.00	
	(c)	Transit Exports	3.00	
B.2		**Transit Containers (Exports & Imports)**	**Rate per Container Unit of - USD**	
			Up to 20ft.	**Over 20ft.**
	(i)	FCL Containers	80.00	120.00
	(ii)	FCL for Customs Examination	160.00	320.00
	(iii)	Empty Container	10.00	20.00
	(iv)	Extra Movement (e.g. Shifting for Inspection)	10.00	20.00
	(v)	Stripping/Stuffing	70.00	140.00
	(vi)	Change of status	70.00	135.00

		NOTES:
	(i)	Transhipment cargo must be that which is on a through bill of lading and where notice in writing of intended Transshipment has been given to Management prior to the cargo being discharged from the importing vessels. While awaiting reshipment, such a cargo must not leave custody of Management or be subjected to manipulation.
	(ii)	The Shorehandling rates in A1-A5 and B1 per tonne do not include the actual loading or stowing of goods in a railway wagon or lorry/truck. Likewise, the Authority's responsibility in the shorehandling operations, unless otherwise specified, shall begin at wagon door or tail end of lorry/truck and end at the ships tackle at ship's side in case of exports; and vice versa in case of imports.
	(iii)	The loading or unloading of railway wagons or trucks lorries shall be done by the Authority on request at a charge additional to the normal shorehandling rates, as per Item A1-A6 and B1-B2 above of the Tariff at the sole risk and responsibility of the owner or his agent.
	(iv)	**Dangerous Cargo:** Dangerous or inflammable goods as described in Schedule to the Regulations and reproduced in the Preliminary interpretations and Miscellaneous Provisions shall **be subject to a surcharge of 20% on loose or containerised cargo.**
	(v)	**Overdimension Containers** shall attract a **surcharge of 30% on handling**.
	(vi)	**Cold Storage Cargo:** Handling of cold storage cargo shall attract a surcharge of 30%. This will apply to cold storage cargo handled loose, stripping or stuffing or cold storage

CLAUSE 32: HEAVY LIFTS

1.	In addition to normal shore-handling charges due under Clause 31, any package or article weighing over 5 deadweight tonnes shall be subject to the following heavy lift handling charges:		
			USD
	(a)	5 deadweight but under 10 tonnes	6.00
	(b)	10 deadweight but under 20 tonnes	10.00
	(c)	20 deadweight but under 40 tonnes	18.00
	(d)	40 deadweight and over tonnes	26.00
2.		In the case of transhipment cargo “per lift” shall be deemed to cover both in and out when shipped direct over side to another vessel or by lighter to vessels in the stream or at quay.	

CLAUSE 33: REMOVAL CHARGES

Any Domestic Import cargo remaining in the port area for **more than seven days** AND Any **Transit Import cargo** remaining in the port area for **more than fifteen days** from the date the vessel completes discharge shall be removed or transferred by Management, at its discretion, to any point in the Harbour area or left in situ, provided that, such cargo shall incur addition charges as follows:

		Rate per Harbour Tonne or part of - USD	
1.	Removal charges for loose cargo		2.00
		Rate per Container Unit of - USD	
		Up to 20ft.	**Over 20ft.**
2.	Removal charges for containerized cargo	100.00	150.00
(i)	**Note:** Any import cargo remaining in the port area and for which no documents as prescribed in Regulation 213 of 1970 have been presented and accepted within twenty-one (21) days of the date the vessel breaks bulk, shall be transferred by Management to Customs Warehouse after the announcement of Customs Warehouse Date and all charges payable in respect of such cargo shall immediately become payable.		
(ii)	Any entered goods remaining in the port area for more than 90 days shall, pursuant to Section 29 of the Act; be sold and the proceeds retained by the Authority.		

CLAUSE 35: STORAGE

Goods remaining in the Authority's sheds or stacking grounds in excess of allowed periods shall be levied storage at the rates provided below:			
1.A		**Domestic Cargo - Break Bulk**	**USD**
(a)		**Import Storage Rates**	Free
	(i)	For the first **7 days** from the date the goods are landed or from the date the ship completes discharge whichever is the earlier	
	(ii)	The next **30 days** per HTN/day	1.00
	(iii)	Thereafter until delivery per HTN/day	1.50
(b)		**Export Domestic Storage**	
	(i)	For the first 7 days including Sundays and Public Holidays from the date of acceptance by the Authority of the goods in the harbour area	Free
	(ii)	Thereafter until the date fixed as the loading day, per 1,000 kgs. per day	0.50

(c)		**Trans-shipment and overlanded Cargo**	
		Trans-shipment cargo must be that carried by the importing vessel on a through bill of lading and where notice in writing of intended trans-shipment has been given to Management prior to the cargo being discharged from the importing vessel. While awaiting reshipment, such cargo must not leave custody of Management or be subjected to manipulation.	
			USD
	(i)	First **10 days** from date of arrival of importing vessel	Free
	(ii)	Thereafter until loading date of the carrying vessel, or the date of presentation of the relevant shipping documents whichever is later per HTN per day	0.50
	(iii)	Cargo not otherwise enumerated per HTN per day	0.50
	(iv)	Cargo carried on an ad valorem bill of lading per US $200 value or part thereof, per HTN/day	1.00
			USD
(d)		**Dhow and Coastwise Cargo** Import/Export Cargo, per 1,000 kgs. per day	0.30
(e)		**Passenger Baggage** per package or article per day	0.20
(f)		**Cargo Under Fumigation**: Storage of cargo under fumigation shall be charged for at the relevant rates under Sections a, b, c, or d of this Clause.	

(g)		**Breakage Cargo & Customs Examination Delays**	
		If the importer and/or Agent does not notify his intention to verify the day after a package has been weighed and Defective Package Report prepared, the following storage charges shall apply:	
			Rate per Package per day or part thereof - USD
	(i)	Up to weightment and preparation of DPR	Free
	(ii)	Thereafter, until notice to verify/ removal	1.00
	(iii)	Delays due to Customs, however, caused, resulting into delayed delivery and storage of affected cargo, (if not received from Customs the date after it has been presented to Customs for examination), shall be charged storage in accordance with provisions of the tariff.	
(h)		**Incorrect Marking of Cargo**	
		Delayed delivery of cargo due to incorrect marking of the cargo in question shall be charged at full storage rates as provided for in items 'A' and 'B' herein above as appropriate.	

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2.A		**Transit Cargo Break Bulk**	
(a)		**Import Storage**	**USD**
	(i)	For the first **15 (fifteen)** days from the date the goods are landed or from the date the ship completes discharge whichever is the earlier	Free
	(ii)	The next 30 days per HTN/day	1.00
	(iii)	Thereafter until delivery per HTN/day	1.50
(b)	**Export Storage** Free storage period **21 (twenty one)** days including Sundays and Public Holidays, shall be allowed on export cargo other than copper and other metals calculated from the date of acceptance by the Authority of the goods in the Harbour Area. Any period in excess of such free period shall incur storage charges. The rates of charges shall be as follows:		
			Rates per Harbour Tonne or part thereof per day or part thereof - USD
	(a)	**Coffee, Copper and Other Metals**	
	(i)	Up to 3,500 tons cushion	Free
	(ii)	Thereafter until the date fixed as the loading day	0.50
	(b)	**Other Transit Exports**	
	(i)	For the First 21 days including Sundays and Public Holidays	Free
	(ii)	Thereafter until the date fixed as the loading day	0.50
		N. B.: Shut-out copper and other export cargo from the date of shut-out until removed or shipped.	0.10

1.B (a)		**Containers Storage Charges**	**Rate per day per Unit of - USD**	
		Domestic FCL Containers (Imports)	**Upto 20 ft.**	**Over 20 ft.**
	(i)	For the first **7 days** after the ship completes discharge or the container is landed whichever shall be the earlier	Free	Free
	(ii)	For the next **14 days** (from day 8 -21)	20.00	40.00
	(iii)	Thereafter till delivery	40.00	80.00
(b)		**Domestic FCL Container (Exports)**		
	(i)	For the first **7 days** including Sundays and public Holidays from the date of acceptance of the containers by the Authority in the harbour area.	Free	Free
	(ii)	Thereafter until shipment	16.00	32.00

2.B		**Transit FCL Containers**		
	(a)	**Imports**		
	(i)	For the first **15 days** after ship completes discharge or the container is loaded whichever shall be the earlier	Free	Free
	(ii)	For the next **6 days** (from day 16 -21)	20.00	40.00
	(iii)	Thereafter until final delivery	40.00	80.00
	(b)	**Exports**		
	(i)	For the first **21 days**	Free	Free
	(ii)	Thereafter until shipment	16.00	32.00
3.		**Empty Containers**	**Rate in US$ per day per Unit of - USD**	
			Up to 20ft.	**Over 20 ft.**
	(i)	For the first **5 days** after the ship completed discharge or the container is landed or unstuffed whichever shall be the earlier	Free	Free
	(i)	For the next **10 days**	4.00	8.00
	(iii)	Thereafter until final delivery	8.00	16.00
	(iv)	Empty containers received into the port from outside shall enjoy free period of **3 days** from the date of receipt.		

CLAUSE 36: COASTWISE CARGO

Coastwise Cargo, not for transhipment, shall be charged as follows for **imports or exports:**			**Rate per Harbour Tonne or part thereof - USD**
1.		**Break Bulk**	**Domestic**
	(a)	Wharfage	2.00
	(b)	Shorehandling	2.00
	(c)	Stevedoring	2.00
	(d)	Storage (Export/Import cargo per day (Clause 35 1.A (d)	0.30
2.		**Containerised Cargo**	
(a)		**Wharfage**	
	(i)	Stuffed up to 20’	37.50
	(ii)	Stuffed over 20’	75.00
	(iii)	Empty up to 20’	0.75
	(iv)	Empty over 20’	1.50
(b)		**Shore handling**	
	(i)	Stuffed up to 20’	37.50
	(ii)	Stuffed over 20’	75.00
	(iii)	Empty up to 20’	3.00
	(iv)	Empty over 20’	6.00
(c)		**Stevedoring**	
	(i)	Stuffed up to 20’	37.50
	(ii)	Stuffed over 20’	56.25
	(iii)	Empty up to 20’	3.75
	(iv)	Empty over 20’	5.63
	(v)	Shifting	22.50
3.		**Ad valorem Bill of lading cargo**	
		USD 200 of ad varolem cargo shall constitute one harbour tonne for purposes of levy of wharfage, shore handling and stevedoring.	

CLAUSE 37: IMPORT AND EXPORT OF LIVESTOCK

		Wharfage and Shorehandling - USD	
		Other than Coastwise	**Coastwise**
1.	Dogs, goats, sheep, calves and other small animals	1.50	0.56
2.	Oxen, bulls, cows, horses, donkeys, foals, zebra, camel and other large size animal (n.o.e.) each	4.00	1.50
3.	Giraffes, elephants, rhino hippopotamus and other large animals (n.o.e.) each	6.00	2.25
4.	Ostriches, each	4.00	1.50
5.	Small creatures such as mice, rats, guinea pigs, each bird (n.o.e) reptiles, fish and insects, crated or caged: **Imports and Exports** per harbour tonne or part thereof	3.00	1.13
6.	Domestic animals for slaughter shipped to or from Tanzania ports, driven to or from the wharf on the hoof by exporters and not detrained or entrained each	2.00	0.75
7.	Livestock handled by owners own labour at Dhow Jetty or at other than appointed places: Large animals, each	1.00	0.38
	Small animals, each	0.50	0.19
	Note: A permit must be obtained from Management where livestock is required to be handled at other than appointed places.		

CLAUSE 38: SPECIAL RATES

The following special rates in respect of wharfage and shorehandling charges will apply, subject to the special conditions specified under each item below:

			Rate per Deadweight tonne or part thereof - USD	
			Wharfage	**Shore-handling**
1.		**Shipping and Landing Charges on Motor Vehicles**		
		Motor vehicles accompanying persons proceeding overseas or vehicles accompanying or handled on behalf of bona fide tourist: A flat rate to cover shipping and/ or landing or vice versa at a Tanzania Port, per vehicle.	12.00	12.00
	(i)	Tourist must be in possession of a triptcych or carnet or to other means establishing their bona fides.		
	(ii)	All the flat rates under this item are subject to the conditional heavy lift charges as set out in Clause 21.		
	(iii)	Motor vehicles with trailers shall count as 2 vehicles		

2.		**Internal Port Traffic**		
		Subject to a permit being first obtained from Management, goods articles or crated animals passed over the quays to or from such places as are situated on the water front of the port shall be charged	2.00	2.00
		Note: Shorehandling shall include cranage.		
3.		**Discharge and Shipping of small craft overside by ship s gear and crew.**		
	(i)	Provided a permit has been obtained from Management, no charges are due.		
	(ii)	In the event of craft discharged overside into the harbour waters, tariff charges on imports shall apply.		
	(iii)	Similarly any small craft placed in the water by wharf cranes shall be charged at the normal export rates unless proof that the craft was locally made and was not for export, in which case a charge will be made only for hire of the cranes.		
	(iv)	Heavy lift charges, where applicable shall be raised in accordance with Clause 21.		

			Rate per Deadweight tonne or part thereof - USD	
			Wharfage	**Shore-handling**
4.		**Mails**		
		Handling mail inwards or outwards per bag	0.60	0.60
5.		**Landing of Empty Oil Drums and Barrels**		
		For landing of empty oil drums and barrels returned to the Original shippers, not necessarily to the original port of shipment, for re-export after refilling, per 1 cu. metre or part thereof.	1.50	1.50
6.		**Ballast**		
		For landing or shipping of ballast per tonne of 1,000 kgs.	1.50	1.50
7.		**Goods Landed and Re-shipped**		
		For goods landed and re-shipped on same vessel not covered by import or shipping documents, per tonne.	2.50	2.50

8.	Special Tariff Rates for Transshipment of containers at MTWARA PORT			
A.	**1.**	**Containers - Stevedoring**	**Up to 20ft. - USD**	**Over 20ft. - USD**
	(i)	Loading and Unloading full containers	34.70	52.10
	(ii)	Loading and unloading Empty containers	12.50	18.60
	(iii)	Shifting and Restowing full containers in the same hold	19.80	29.70
	(iv)	Shifting and Restowing full containers hold to hold	24.80	37.25
	(v)	Shifting & Restowing Empty Containers in the same hold	9.90	19.80
	(vi)	Shifting and restowing Empty Container hold to Hold	12.50	24.80
	2.	**Containers - Wharfage**		
		Wharfage shall be levied at the following rates	30.00	60.00
	3.	**Storage**		
	(a)	**Full Containers**		
		For the first 30 days after the ship completes discharge or the container is landed whichever shall be the earlier	Free	Free
		For the next 30 days	19.80	42.80
		Thereafter until final Delivery	26.95	57.05
	(b)	**Empty Containers**		
		For the first 30 days after the ship completes discharge or the container is landed whichever shall be the earlier	Free	Free
		For the next 30 days	3.95	7.90
		Thereafter until final Delivery	7.90	15.85

B.	**1.**	**General Cargo - Stevedoring**	**Rates per Harbour Tonne or part thereof - USD**	
		Difficult Cargo	**Regular**	**Overtime**
	(i)	Charcoal/oil/Cake Wet Hides or Skirs/Rock Sulphate/Sulphur/ Loose timber/loose scrap	3.20	4.75
	(ii)	Chemicals and oils	5.85	8.90
	2.	**General Cargo - Wharfage**		
		Wharfage shall be levied at the following rates	1.00	2.00
	3.	**General Cargo - Storage**	**Rates per Harbour Tonne or part thereof - USD**	
	(i)	For the first 30 days after the ship completes discharge or the cargo is landed whichever shall be earlier		Free
	(ii)	For the next 30 days per tonne or part thereof		0.95
	(iii)	Thereafter until final delivery per tonne or part thereof		1.90

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CLAUSE 39: CONTAINER HANDLING RATES
DAR ES SALAAM CONTAINER TERMINAL (DCT)

1.		**Containers handled at the Dar es Salaam Container Terminal (DCT) shall be levied the following charges:**		
			Rate per Container Unit of USD	
			Upto 20ft.	**Over 20 ft.**
	(i)	Stevedoring FCL	80.00	120.00
	(i)	Stevedoring LCL	160.00	255.00
	(iii)	Stevedoring Empty	40.00	60.00
	(iv)	Shifting Containers	100.00	200.00
2.		**NOTE:**		
	(a)	Stevedoring charges of LCL containers include charges for transfer to ICD/Stripping sites plus stripping charges.		
		In addition to the above charges, a flat rate of USD 500.00 per gang per shift shall apply where work has been requested and performed during 3rd shift, Saturdays, Sundays and Public Holidays.		
	(b)	All the above charges shall be on the account of the carrier.		
	(c)	Export containerised cargo shall attract FCL rates.		
	(d)	**Dangerous cargo** containers shall attract **20% surcharge** on rates 1(ii), (ii) and (iv).		
	(e)	**Over-dimension containers** shall attract a **surcharge of 30%.**		

CLAUSE 40: CONTAINER HANDLING RATES
BERTH 1 7

1.		**Containers handled at berths 1 7 shall be levied the following charges:**		
			Rate per Container Unit of - USD	
			Up to 20ft.	**Over 20 ft.**
	(i)	Stevedoring FCL	100.00	150.00
	(i)	Stevedoring LCL	170.00	270.00
	(iii)	Stevedoring Empty	50.00	70.00
	(iv)	Shifting Containers	115.00	230.00
2.		**NOTE:**		
	(a)	Stevedoring charges for both FCL and LCL include transfer charges to Stripping sites and in the case of LCL additional charge for Stripping/Stuffing operations are also included in the above quoted rate.		
		In addition to the above charges, a flat rate of USD 500.00 per gang per shift shall apply where work has been requested and performed during 3rd shift, Saturdays, Sundays and Public Holidays.		
	(b)	All the above charges shall be on the account of the carrier.		
	(c)	Export containerised cargo shall attract FCL rates.		
	(d)	**Dangerous cargo** containers shall attract **20% surcharge** on rates 1(i)-(iv).		
	(e)	**Over-dimension containers** shall attract a **surcharge of 30%.**		

CLAUSE 41: ROLL ON-ROLL-OFF OPERATIONS

1.		**Containers handled by RORO vessels shall be levied the following charges:**		
			Rate per Container Unit of - USD	
			Upto 20ft.	**Over 20 ft.**
	(i)	Stevedoring FCL	70.00	105.00
	(ii)	Stevedoring LCL	140.00	240.00
	(iii)	Stevedoring Empty	30.00	40.00
	(iv)	Shifting Containers	80.00	120.00
2.		**NOTE:**		
	(a)	Stevedoring rates for both FCL and LCL include charges for transfer to DCT and/or ICD/Stripping/Stuffing sites as well as an additional charge for Stripping/Stuffing for LCL containers.		
		Third shift, Saturdays, Sundays and Public Holidays shall attract an additional gang charge of USD 500 per Gang per Shift.		
	(b)	Export containerised cargo shall attract FCL rates.		
	(c)	**Dangerous cargo** containers shall attract **20% surcharge** on rates 1(ii), (ii) and (iv).		
	(d)	**Over-dimension containers** shall attract a **surcharge of 30%.**		
3.		**Other RORO Stevedoring Services** – Applicable charges are quoted in Clause 14 A(i).		

CLAUSE 42: OTHER CONTAINER SERVICE CHARGES

1.	**Refrigerated Containers (Reefer Containers)**			
	Containers using the reefer facilities shall be charged for power supply, storage and connecting/disconnecting services, at the following rates:			
			Rate per Container Unit of - USD	
			Upto 20ft.	**Over 20 ft.**
	(i)	Power supply per container per day	8.00	12.00
	(ii)	Storage per container per day after the first 48 hours	20.00	40.00
	NOTE: Power supply rates may change without prior notice subject to a change in the TANESCO TARIFF.			
2.	**Change of Container Status**		25.00	35.00
	Changing the status of a container shall attract **additional charges** as follows:			
	NOTE:			
	(i)	Where notice is served at least 48 hours before vessels arrival charges specified above shall not apply.		
	(ii)	Where notice is served 7 days after the vessels arrival, the **charges shall be double those set out above.**		
			Rate per Container Unit of - USD	
			Upto 20ft.	**Over 20 ft.**
3.		**Stuffing/Stripping**	70.00	140.00

4.		**Transhipment Containers** Transhipment container shall be levied the following charges:		
	(i)	Stevedoring	90.00	135.00
	(ii)	Wharfage	N/A	N/A
	(iii)	Shorehandling	N/A	N/A
	(iv)	Storage, Free Period	15 Days	15 Days
	(v)	Thereafter until loading in/out-going vessels (**Rates per day)**	15.00	30.00
	(vi)	Transfer	10.00	15.00
		NOTE: Stevedoring, wharfage and related charges as provided above cover the inward and outward operations and shall be paid in fully by the inward vessels.		
5.		**Shut-out charges on Containers**		
		Where containers are shut-out they shall be subject to removal from the berth and shall be subject to shut-out and removal charges as follows:		
			Rate per Container Unit of - USD	
			Upto 20 ft.	**Over 20 ft.**
	(i)	Shut-out charges	50.00	75.00
	(ii)	Removal charges	30.00	45.00
	(iii)	Storage: Free period	5 days	5 days
		Thereafter per container per day	15.00	30.00
6.	**NOTE:** The above charges shall be to **the account of the carrier.**			
		Wharfage on Empty Containers **Wharfage on empty containers** received and/ or delivered to ships shall be levied at:	3.00	6.00
		NOTE: The above charges shall be to the account of the carrier.		

CLAUSE 43: HANDLING CHARGES FOR BULK OILS

Handling charges at Kurasini Oil Jetty (KOJ) and Single Buoy Mooring (SBM) on both imports and exports shall be to the **account of the carrier** at the following rates:		
		Rate per Harbour Tonne of Bulk Liquid USD
(i)	Handling at KOJ	0.85
(ii)	Handling at SPM	0.20

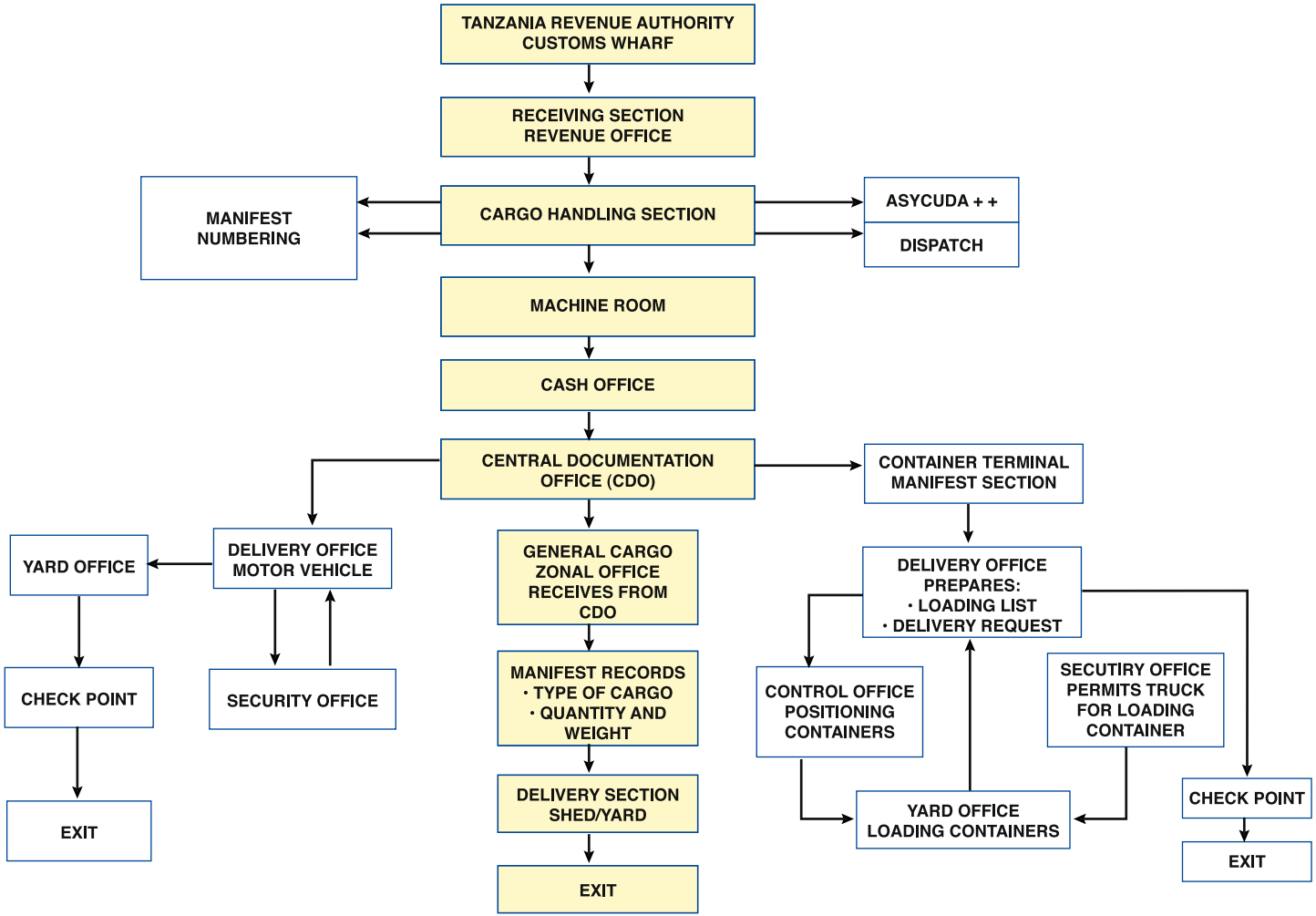
CLAUSE 44: THE GRAIN TERMINAL SERVICES

1.		The Grain Terminal shall provide services enumerated below and a charge at the rates provided shall be levied:		
			Rate Per HTN - USD	
			Domestic Services	**Transit services**
	(a)	Shore Handling	7.00	6.00
	(b)	Bagging Bulk Cargo (at Silo/quay	8.00	8.00
	(c)	Intake/Out-take of Grain	4.00	4.00
	(d)	Recirculation of Grain	1.00	1.00
	(e)	Aeration of Grain	0.50	0.50
	(f)	Fumigation of Grain	1.00	1.00
	(g)	Hire charge for Tipping Trucks for Shore transfer from/to the Silo	2.00	2.00
			Imports	
2.		**Imports Storage at the Grain Terminal**	**Domestic Storage**	**Transit Storage**
	(i)	A free storage period allowed	10 Days	15 Days
	(ii)	The next 30 days per HTN/day	1.00	1.00
	(iii)	Thereafter until delivery per HTN/day	1.50	1.50
			Exports	
3.		**Exports Storage at the Grain Terminal**	**Domestic Storage**	**Transit Storage**
	(i)	A cushion stock of 5,000 tonnes will be stored free, provided that:		
		The cargo has been nominated for shipment		
		The shipper has a quantity of at least 10,000 tonnes		
	(ii)	Quantities in excess of 5,000 tonnes shall attract storage at the rate of (per HTN per day)	0.50	0.15

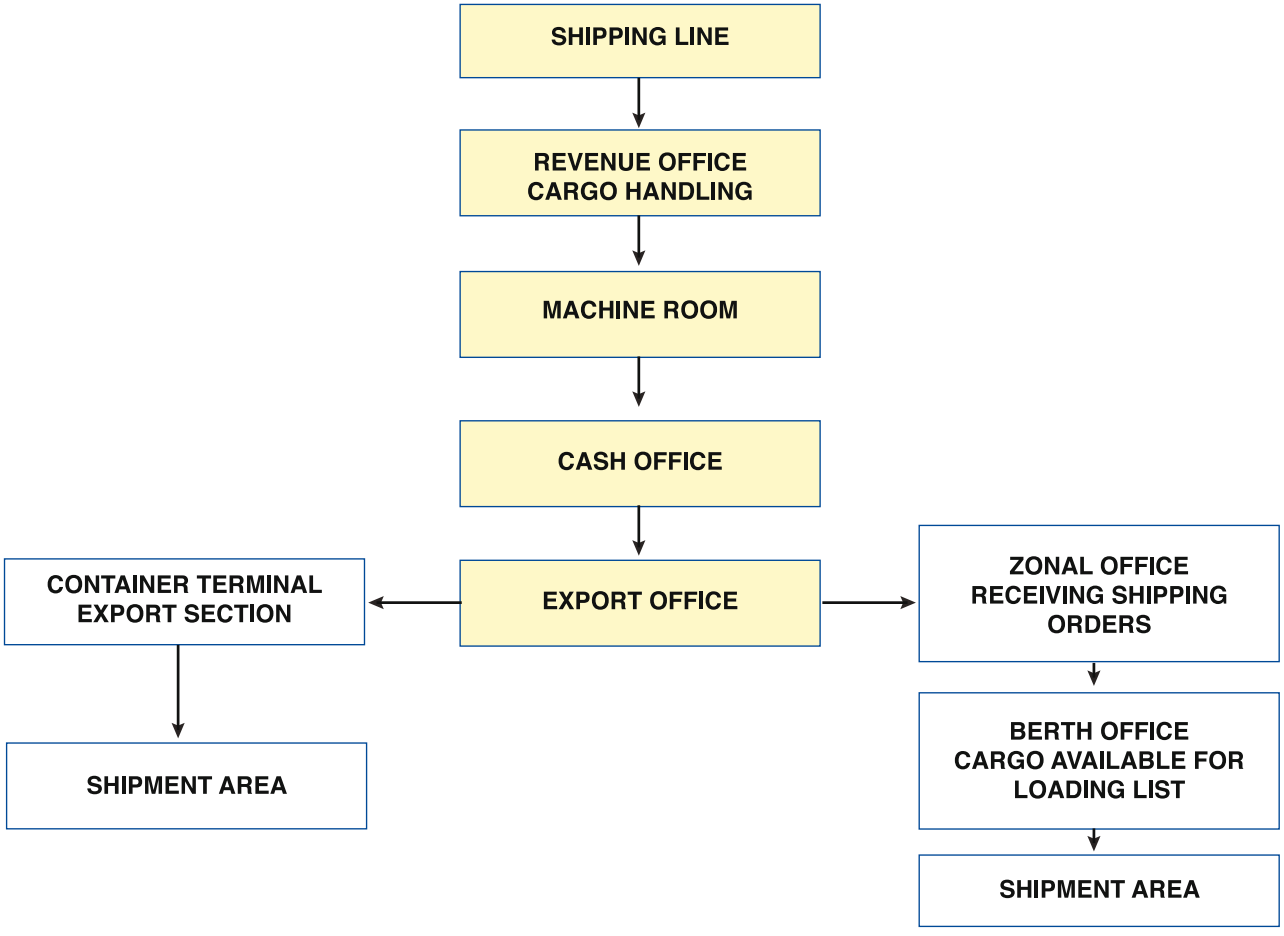
4.		**Contract Rates** Management shall enter into agreement with users who may wish to use the Grain Terminal for storage not associated with shipment (e.g. Food Reserve), subject to availability of space.	Rate on application

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IMPORTS DOCUMENTATION PROCESS - GENERAL CARGO TERMINAL



EXPORTS DOCUMENTATION PROCESS - GENERAL CARGO TERMINAL



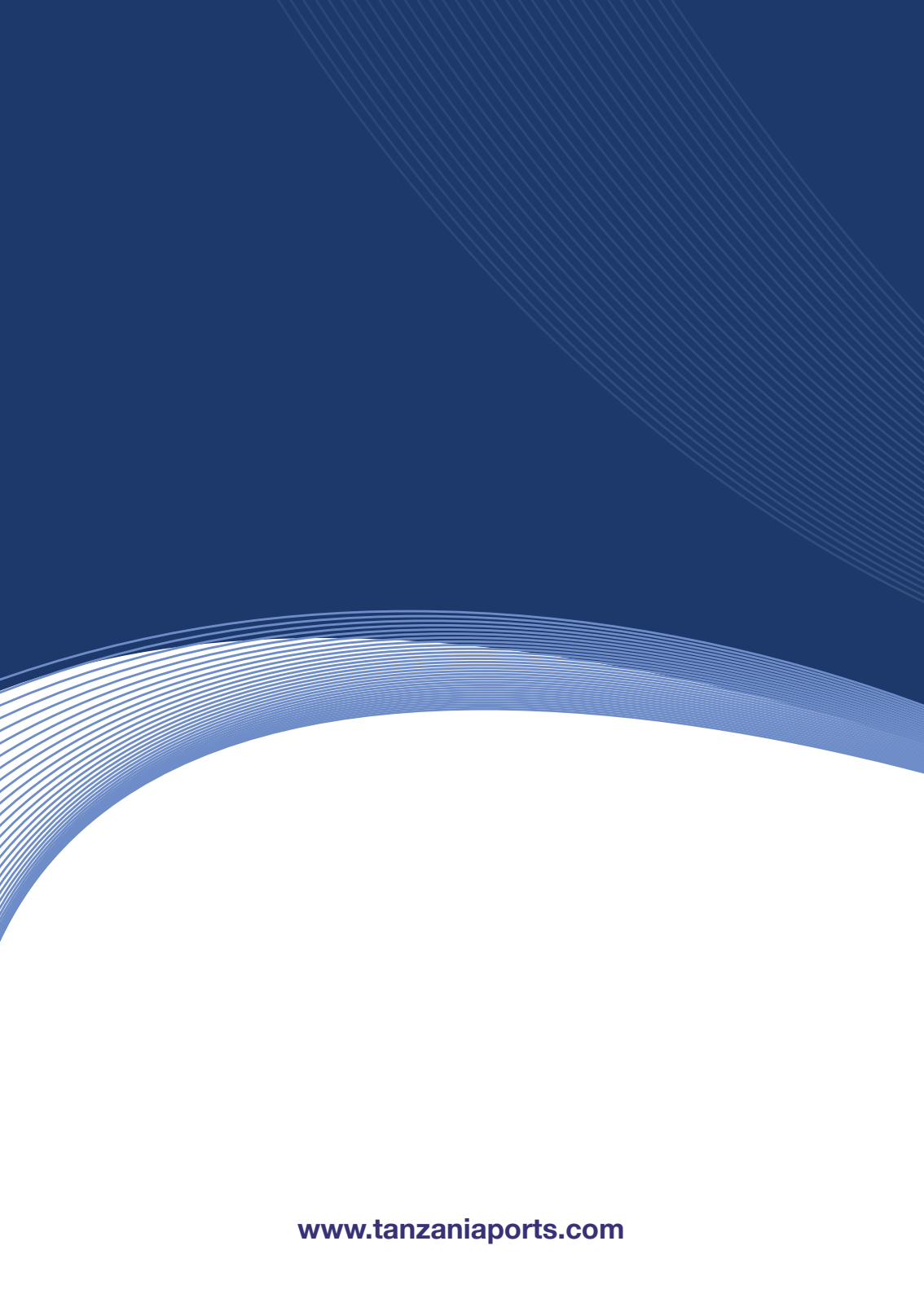


Notes

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