



## SRI LANKA PORTS AUTHORITY TARIFF - 2015



This booklet contains the Tariff Charges applicable for the year 2015, to all Ports, serviced by Sri Lanka Ports Authority approved, under section 37(1) of the Sri Lanka Ports Authority Act No. 51 of 1979.

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S/No	Description	Per 100GT or part thereof
		US\$
1.00	<p><b><u>Light Dues</u></b></p> <p>Payable by all vessels entering any Port of Sri Lanka (including an open roadstead) (Payable once only on a voyage visiting any number of ports) Vessels / Trawlers registered in Sri Lanka are exempted from this charge</p>	3.40
2.00	<p><b><u>Entering Dues &amp; Over-hour Dues</u></b></p> <p>For all vessels <b>calling within Port Limits for the Purpose of Discharging, Loading or Transfer of any type Cargo / Goods including vessels calling at S.P.B.M.s and C.B.M.s</b> other than the following :-</p> <p>(a) Sri Lanka Naval Vessels</p> <p>(b) Formal visits of warships recommended by the Navy Commander and approved by Chairman, SLPA</p>	
	2.01 Entering dues	4.55
	2.02 Over-hour dues (Payable in addition to entering dues)	
	2.02.01 Stay over 96 hrs to 288 hrs	2.30
	2.02.02 Stay over 288 hrs	4.55
3.00	<p><b><u>Pilotage</u></b></p> <p>(Payable on each arrival)</p> <p>(Sri Lanka Naval vessels are exempted from Pilotage)</p>	
	3.01 Pilotage (in and out)	4.55
	3.02 Pilotage for unmooring & mooring (internal movements)	2.30
	3.03 Pilotage cancellation or detention charge	2.30
	Order for Pilot when cancelled by the Master after the Pilot boards the vessel or the Pilot is kept on board for over 30 minutes without commencing the movement due to any reason, by the vessel.	

S/No	Description	Per movement	
		(US\$)	
		Day	Night
<b>4.00</b>	<b><u>Professional Pilot Fees</u></b> (Sri Lanka Naval vessels will be exempted from Professional Pilot Fees when services are rendered at the instance of Ports Authority)		
4.01	Vessels up to 30000 DWT	24.00	36.00
4.02	Vessels above 30000 DWT	32.00	48.00
4.03	Vessels warping alongside quay	8.00	12.00
4.04	For towing dead vessels or not under command ( NUC ) - The fee will be increased by 100%		
4.05	Vessels contravening IMO regulations on Pilot transfer agreements and/or where the freeboard of vessel is Over 9Meters the fee will be increased by 300%		
4.06	For defective vessels - The fee will be increased by 50%		
4.07	Cancellation fee when order for Pilot is cancelled by the master after the Pilot boards the vessel or Pilot is kept on board for 30 minutes without commencing the movement due to any reason by the vessel	<b>Day</b> 24.00	<b>Night</b> 36.00
		Per boarding	
<b>5.00</b>	<b><u>Tug Services (w.e.f. 10.11.2014)</u></b>	<b>Per Tug (US\$)</b>	
		<b>Day</b>	<b>Night</b>
5.01	Unmooring / Mooring or standby within the harbour (per hour or part thereof)	200.00	360.00
5.02	Attending vessels not under command within the harbour (per hour or part thereof)	1400.00	2800.00
5.03	Attending vessels not under command outside the harbour (per hour or part thereof)	1800.00	3600.00
5.04	For other services within the harbour (per hour or part thereof)	600.00	600.00
5.05	For other services outside the harbour (per hour or part thereof)	1200.00	1200.00
Note: Following basis shall be used to calculate duration of tug service. For Port Entry :Tug Movement to commence when vessel passing Break Water and to complete when all lines made fast at berth. For Departure : Tug movement to commence when all lines are cast off from berth to vessel passing Break Water. For Vessel Shifting within the port: Tug movement to commence when all lines are cast off from berth to when all lines made fast at berth.			

S/No	Description	Per 100GT or part thereof
		US\$
6.00	<b><u>Outer Anchorage (Vessels awaiting port entry / handling)</u></b>	Per 100 GT or part thereof
	<b>Payable by all vessels and floating craft anchored outside harbour</b>	
	6.01 1st day to 4th day	Free
	6.02 From 5th day (per 100 GT or part thereof per day or part thereof)	0.70
7.00	<b><u>Outer Anchorage for other vessels (Composite charge)</u></b> (Per 100 GT or part thereof per 24 hrs or part thereof)  Composite charges for anchorage outside harbour for bunkering, ship's stores, repairs, survey, instructions, crew change, discharging sick members or other purposes	2.20
8.00	<b><u>Outer Anchorage (SPBM &amp; CBM operations)</u></b> Light dues, Entering dues and Over hour dues if applicable, shall be payable	
9.00	<b><u>Stream Anchorage (Buoy Rent in midstream)</u></b> (Per 100 GT or part thereof per day or part thereof)  (Excluding harbour crafts paying annual occupational charges)  Vessels and floating crafts in harbour whether at Buoy or on their own anchor shall pay anchorage	0.70
10.00	<b><u>Dockage</u></b> (Payable by all vessels occupying a berth at a wharf)	0.22
	10.01 Dockage - per 100 GT or part thereof per hour or part thereof	

S/No	Description	Per 100GT or part there -of Per Hour or part there -of
		(US\$)
10.00	<p><b>10.02 Vessels failing to vacate a berth as stated below shall be levied a surcharge on Dockage, ( W. e. f</b> Unless otherwise permitted by the Harbour Master and Director(Operations) in advance of the arrival of such vessel or 08 (eight) hours prior to completions of Cargo Operations in the case of vessels calling for Cargo Operations or stipulated time as per the Day's Vessel Movement Schedule issued by the SLPA Main Control Room, in the case of vessels calling for services other than Cargo Operations.</p>	5.00
	I. Gearless Vessels:	Within half (1/2) an hour of completion of cargo operations
	ii. Geared Container vessels at JCT,UCT or JCT Feeder Berths :	Within half (1/2) an hour of completion of cargo operations
	iii. Geared vessels at berths other than JCT, UCT or JCT Feeder	Within one (1) hour of completion of cargo operations
	iv. Vessels calling for any purpose other than for Cargo - Operations	Within half (1/2) an hour of completion of operation OR at time requested to vacate berth by Harbour Master.

S/No	Description	Per Calendar Year	
		License fee (Irrespective of tonnage)	Dockage Occupation Charge Buoy or Stream (Per 10 GT or Part thereof)
		(US\$)	(US\$)
11.00	<b><u>Licensing Harbour Crafts, Occupation &amp; OPL charges (w.e.f 10/11/2014)</u></b>		
	11.01 Craft propelled by oars to carry stores, garbage or passengers.	Charges removed from Tariff	
	11.02 All type of mechanically propelled crafts used as work boats or to carry passengers, pleasure crafts or yacht registered under Merchant Shipping Act No. 52/1971	50.00	8.00 Per month
	11.03 Any craft other than described in 11.02	100.00	12.00 per month
	11.04 Pleasure craft (Yacht)	Per 30 days or part thereof	
	11.04.01 (Valid for all ports of Sri Lanka and payable on arrival at stream)	100.00	
	11.04.02 If an alongside berth is occupied dockage will be applied in addition to 11.04.01 above	Per hour or part per 100 GT or part thereof 0.30	
11.05 Licensing of Surveyors, Measurers and Weighers			
A fee shall be payable annually by the applicant for every license issued in respect of each specified port. Where the applicant is a company, firm or partnership the fee shall be payable annually by each Surveyor, Measurer or Weigher appointed by the Ceylon Chamber of Commerce, irrespective of whether such person is a Director, proprietor or partner of such company, firm or partnership.	200.00		



## LICENSING OF HARBOUR CRAFTS, OCCUPATION & OPL CHARGES

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(Not applicable to ocean going vessels except 11.08)

S/No	Description	Per Calendar Year
		License fee (US\$)
11.00	<b>11.06 Licensing of Ship Repairers</b> The annual license fee for each class of ship repair at each specified port that the holder of the license referred to shall be as follows :	
	11.06.01 Scrapping, chipping, cleaning etc.	200.00
	11.06.02 Minor repairs	250.00
	11.06.03 Cleaning of vessel by diving under water	250.00
	11.06.04 Major repairs	500.00
	11.06.05 Licence fee for sludge cleaning	200.00
	11.06.06 Licence for sewage and grey water removal	200.00
	11.06.07 Licence fee for tank/boiler cleaning, sludge and / or grabage removal	200.00
	<b>11.07 Licensing of Ship Chandlers</b> An annual license fee shall be payable by the applicant for every license at each specific port.	250.00
	<b>11.08 Off Port Limit (O.P.L.) Charges</b> (w.e.f 10/11/2014)  (Applicable for all vessels including ocean going vessels)	200.00 per trip

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S/No	Description	Applicable to all ports		
		Rate per Container (US\$)		
		20'	40'	Over 40'
	<b><u>DOMESTIC</u></b>			
	<b>Composite stevedorage payable on Domestic containers discharged / loaded (Irrespective of mode)</b>			
12.00	<b><u>Discharging / Loading containers (Inclusive of basic stevedoring, Mounting / De-mounting &amp; indirect charges)</u></b>			
	12.01 Laden by S.L.P.A. gantry crane	140.00	212.00	263.00
	12.02 Empty by S.L.P.A. gantry crane (w.e.f 10/11/2014)	100.00	155.00	223.20
	12.03 Laden by ship's gear	100.00	151.00	187.00
	12.04 Empty by ship's gear	79.95	121.20	150.70
13.00	<b><u>Discharging / Loading OOG containers (Inclusive of basic stevedoring, Mounting / De-mounting &amp; indirect charges)</u></b>			
	13.01 Laden by S.L.P.A. gantry crane	229.00	338.00	421.00
	13.02 Empty by S.L.P.A. gantry crane	201.85	299.70	373.20
	13.03 Laden by ship's gear	157.00	231.00	288.00
	13.04 Empty by ship's gear	134.20	198.25	246.35
14.00	<b><u>Discharging / Loading ship's spreaders</u></b>	86.00	128.00	128.00
15.00	<b><u>Harbour Tonnage Dues (Payable by ship in addition to stevedorage)</u></b>			
	15.01 Import/Export on laden containers discharged/loaded (other than Transshipment containers)	8.00	16.00	18.00
	15.02 Containers loaded / discharged on/ from Coastal Vessels between Sri Lankan ports	4.00	8.00	9.00
16.00	<b><u>Movement of containers (Empty/Laden)</u></b>			
	16.01 Moved from ship to marshalling yard or vice versa or from point to point in the same unit	27.00	41.00	51.00
	16.02 Shifting from one unit to another unit	34.00	51.00	63.00
17.00	<b><u>Mounting or De-mounting containers</u></b>			
	17.01 Laden containers	25.00	38.00	47.00
	17.02 Empty containers	10.00	15.00	18.00
18.00	<b><u>Stuffing &amp; De-stuffing containers</u></b>			
	18.01 Stuffing or De-stuffing only	22.00	33.00	41.00
	18.02 Stuffing or De-stuffing including all services	100.00	150.00	186.00
	(In case of import LCL container & / or FCL container de-stuffed in the port, mounting charges applied in the composite stevedoring charge for laden import container will be reduced from the de-stuffing charge)			

S/NO	Description	Applicable to all		
		Rate per Container		
		20'	40'	Over 40'
<b>19.00</b>	Shut-out charges on containers irrespective of status. ( Either planned or registered boat note)	25.00	25.00	25.00
<b>20.00</b>	<u>Other container services</u>			
	20.01 Sorting of containers at marshalling yard			
	20.01.01 Laden containers	25.00	38.00	47.00
	20.01.02 Empty containers	10.00	15.00	18.00
	20.02 Washing and drying containers	19.00	28.00	28.00
	20.03 Hire of empty containers (per day or part thereof)	5.00	10.00	10.00
	20.04 <b>Transport of spreaders</b>			
	20.04.01 Within the same unit	26.00	39.00	39.00
	20.04.02 From one unit to another unit	62.00	93.00	93.00
	20.05 Change of status of all containers (Local empty container to transshipment empty container not permitted) (w.e.f 10/11/2014)	25.00	25.00	25.00
	<b>Note:</b> No refund of Stevedoring Charges after change of status. But, any resulting undercharge will be recovered. An additional charge to be recovered on movements (Mounting Demounting , point to point shifting). Storage to be recovered for the whole period irrespective of free days.			
	20.06 Incorrect declaration of the on-carrier or change of destination or amendment (w.e.f 10/11/2014)	35.00	60.00	60.00
<b>21.00</b>	Electricity supply to reefer containers (subject to periodical revision - per hour or part thereof)	2.00	3.00	3.00
<b>22.00</b>	<b><u>Storage on Domestic Import / Export containers</u></b>			
	<b>Note:</b> When Export containers are brought for loading and taken back without loading the storage has to be recovered irrespective of free period as yard space has been occupied			
	22.01 An <b>empty Domestic Import/Export</b> container will be <b>rent free for five(05) clear days</b> from the day following the date of discharge or receipt. If not removed within the stipulated time, rent will accrue from the day following the date of discharge or receipt or de - stuffing (w.e.f 10/11/2014)			
	22.01.01 Empty containers 1 <sup>st</sup> 31 days (per day or part there of)	6.95	13.85	17.30
	22.01.02 Empty containers thereafter (per day or part there of)	20.75	41.50	51.90
	22.02 <b>Laden Export</b> containers are allowed seven (07) clear daya free of rent and rent will accrue from the 1st day of receipt .	5.20	10.40	15.90

S/NO	Description	Applicable to all ports		
		Rate per Container		
		(US\$)		
		20'	40'	Over 40'
	<b><u>TRANSSHIPMENT</u></b>			
<b>23.00</b>	<b><u>Composite Stevedorage Payable on Transshipment / Re-stow containers (w.e.f 1/1/2015)</u></b> <b>(Inclusive of basic stevedoring &amp; indirect charges)</b> (Extra movements are charged separately)			
23.01	23.01.01 Discharging or Loading (w.e.f 1/1/2015)	41.00	62.00	75.00
	23.01.02 Discharging or Loading of Out Of Gauge (OOG) containers (w.e.f. 05/05/2008)	71.00	100.00	110.00
23.02	<b>Re-stow</b> 23.02.01 Re-stow (Discharging + Loading) Two way	82.00	124.00	150.00
	23.02.02 Re-stow (Cell to Cell within vessel) One way	41.00	62.00	75.00
	23.02.03 Re-stow of Out Of Gauge (OOG) containers(Dish+Load)Two way (w.e.f. 05/05/2008)	142.00	200.00	220.00
23.03	<b>If shut-out</b> ( Either planned or registered boat note)	25.00	25.00	25.00
<b>24.00</b>	<b><u>Storage on Transshipment/Re-stow containers</u></b>			
24.01	21 days "FREE STORAGE" will be given for <b>empty or laden containers</b> . If not transshipped within the free period the storage rent would be from the 1 <sup>st</sup> day			
24.02	<b>Empty</b>			
	24.02.01 From 1 <sup>st</sup> day to 31 <sup>st</sup> day - per day	2.10	4.15	5.20
	24.02.02 From 32 <sup>nd</sup> day to 45 <sup>th</sup> day - per day	6.95	13.85	17.30
	24.02.03 Thereafter - per day	20.75	41.50	51.90
24.03	<b>Laden</b> - per day	5.20	10.40	15.90
<b>25.00</b>	<b><u>Transshipment Special Operations</u></b>			
25.01	Transshipment break bulk cargo re-shipped in container or vice-versa (One Way)	81.00	168.00	210.00
25.02	Transshipment container discharged, de-stuffed and T/S cargo re-shipped in container (Two Way)	148.00	308.20	410.30
	<b>Note: In addition to the above charges,transshipment discharging /loading stevedoring charges will be recovered.</b>			

S/NO	Description	Applicable to all ports		
		Rate per Container (US\$)		
		20'	40'	Over 40'
26.00	<b><u>Multi Country Consolidation container operations when handled outside port of Colombo</u></b>			
	26.01 <b>Discharging and delivery of MCC containers</b>			
	26.01.01 Transshipment cargo only	41.00	62.00	75.00
	26.01.02 Transshipment cargo + Local cargo “including de-stuffing Local + T/s cargo into warehouse”	148.00	228.00	281.00
	26.02 <b>Receiving &amp; Loading of MCC containers</b>			
	26.02.01 Transshipment cargo only	41.00	62.00	75.00
	26.02.02 Transshipment cargo + Local cargo	148.00	228.00	281.00
	26.03 <b>Occupation (Storage Rent) charges</b>			
	26.03.01 <b>Delivery</b> As per Tariff item 24.1 & 24.3			
26.03.02 <b>Receiving</b> As per Tariff item 22.2				
27.00	<b><u>Multi Country Consolidation container operations when handled within port of Colombo ( Excluding Stevedorage)</u></b>			
	27.01 M.C.C. de-stuffing	47.35	71.25	71.25
	27.02 M.C.C. stuffing	47.35	71.25	71.25
	27.03 If a container is de-stuffed or stuffed more than once in the same place without any shifting	22.00	33.00	33.00
	27.04 If a container is de-stuffed or stuffed more than once by shifting	47.35	71.25	71.25
	<b>* Note: In addition to the above, Transshipment Stevedoring charges will be recovered.</b>			

S/NO	CONTAINER OPERATIONS ( Payable by ship / operator)
	Description
	<b><u>Notes : Applicable for Tariff No. 26.00 &amp; 27.00</u></b>
	<p>a. Limit to 8 CBM for 20' and 16 CBM for 40' and charge US\$ 6.00 per CBM for additional Local volume 100% penalty for wrong Declaration(Applicable for Tariff No 26.01.02)</p> <p>b. An application for MCC operation should be made to Chief Manager (Logistic) by “<b>Registered MCC operator</b>”.</p> <p>c. Local export cargo for MCC could be brought in break bulk form or in containers with the normal declaration to Customs / SLPA Wrong declaration to be imposed with 100% penalty</p> <p>d. MCC containers discharge / de-stuffed and when empty containers are removed or reshipped no additional charges to be recovered other than the charges already recovered at MCC rates</p> <p>e. When empty containers are brought in for stuffing under MCC (with prior declaration) no additional charges to be recovered, other than the MCC rates specified above.</p> <p>f. Normal rent applicable for T/S containers would be applicable for MCC containers laden / empty. Empty container after De-stuffing of MCC cargo should be reshipped within 21 days. If not normal T/S empty container rent will be charged on such container If empty container is to be removed out after de- stuffing of MCC cargo such container should be removed within 5 clear days after De-stuffing. If such containers are removed after 5 clear days normal Local Empty rent will be charged on such containers</p>
<b>28.00</b>	<p><b><u>General conditions etc for container handling</u></b></p> <p>28.01 The agents should declare to the Finance Division within 3 working days of completion of operations, the number of containers loaded and discharged quoting the container numbers, size etc.</p> <p>28.02 Un-manifested containers and / or containers with wrong numbers will not be handled by the SLPA until duly corrected/manifested with the authority from Director General of Customs and normal charges will accrue up to the time such correction is made</p> <p>28.03 When containers are mounted or de-stuffed for the purpose of taking them outside the port premises, these charges are payable by the Ship Agents / Shippers / Consignees in local currency</p> <p>28.04 For containers hired to those other than Ship Agents, de-stuffing charges will be payable by the Ship Agents in local currency.</p>

S/NO	Description
28.00	<p data-bbox="175 144 388 168"><b>28.05 Detentions</b></p> <p data-bbox="266 201 1649 272">Any delay over 15 minutes caused to the operations due to the fault on the part of the ship, ship's owners or agents or consignees will be charged at US\$ 35.00 per hour or part thereof</p> <p data-bbox="175 287 1881 422"><b>28.06</b> It is an express condition for the receipt and handling of containers at this port that the Authority shall in no way to any extent be liable or responsible for any injury, loss or damage of whatever kind and whatsoever caused to any person or property including (but without prejudice to the generality of the foregoing) the containers themselves and the contents thereof, container chassis, tractor units and other equipment used in connection herewith and the operations of the above condition may not be waived or modified</p> <p data-bbox="175 429 1630 494"><b>28.07</b> The Authority reserves the right for its Chief Operations Manager or other duly authorized officer to require vessels to use the port container crane / cranes as well as other equipment provided by the Authority instead of private equipment at the discretion of the port</p> <p data-bbox="175 515 962 539"><b>28.08</b> The Authority reserves the right to refuse to handle unsafe containers</p> <p data-bbox="175 561 1595 585"><b>28.09</b> Containers which do not meet with the requirements of the Authority will be handled subject to practicability and additional charges</p> <p data-bbox="175 606 1251 631"><b>28.10</b> Any type of heavy cargo handled by gantry crane shall be charged under the Tariff item 29/30/39</p> <p data-bbox="175 652 1367 676"><b>28.11</b> Lash - Barges carrying containers will be treated as container vessels for the purpose of Stevedoring charges</p> <p data-bbox="175 698 1344 722"><b>28.12</b> Advance payments on Stevedorage should be made based on SLPA Gantry Crane rates for all containers</p> <p data-bbox="175 736 455 761"><b>28.13 Indirect Charges</b></p> <ul style="list-style-type: none"> <li data-bbox="266 775 562 799">I Handling of hatch covers</li> <li data-bbox="266 821 446 845">II Tally services</li> <li data-bbox="266 866 421 891">III Plan clerks</li> <li data-bbox="266 912 803 936">IV Ship planning services by executives at terminals</li> <li data-bbox="266 958 600 982">V Provision of security guards</li> </ul> <p data-bbox="175 1003 397 1028"><b>28.14 ITT Charges</b></p> <p data-bbox="256 1071 1642 1178"><b>28.14.01</b> Inter terminal Trucking Charges for transferring ITT containers from primary terminal(JCT/UCT) or (SLPA terminal) to secondary terminal within POC <b>US\$ 2.50 per TEU</b>. Mounting, Demounting and point to point shifting to be charged after discharging when on carrier is changed from JCT vessel to SAGT/CICT vessel (w.e.f 10/11/2014).</p> <p data-bbox="256 1192 1588 1303"><b>28.14.02</b> Inter-terminal trucking will be applicable if it constitutes any “additional move” made by the agent. Charges will be recovered as From JCT to SAGT Rs -1388/= per TEU, from JCT to CICT Rs -1665/= per TEU (subject to increase / decrease of fuel rate) w.e.f. 05.08.2013.</p>



S/NO	Description	Rate per Tonne (US\$)		
		CMB / MRRM	Galle	Trinco
29.00	<b>Composite stevedorage payable on Local conventional cargo discharged or loaded</b>			
	<b>Bagged &amp; General cargo</b>			
	29.01 <b>Non - irritant</b>	4.00	3.10	3.10
	29.01.01 Unitized / Palletized cargo	3.50	-	-
	29.02 <b>Irritant</b>	5.70	4.40	4.40
	29.02.01 Unitized / Palletized cargo (At Point Peduru handling at midstream US\$ 3.25per M/T and at alongside the berth US\$4.40 per M/T)	5.20	-	-
29.03	Discharging & loading vessels to and from KKS on coastal service - Tariff rates will be doubled			
29.04	Stream Operations (Handling barges / crafts to and from vessel) & / ship to ship transfers of Bulk/Break Bulk / Liquid Bulk Cargo or Loading or Discharging of Heavy Lift cargo by submersible vessels /Dry Tow within a port or at a Designed Anchorage at SLPA ports other than MRRMP. <b>Note:- Applicable conditions at Page No - 40</b>	1.00	1.00	1.00
30.00	Cool room, dangerous and dirty cargo	8.60	6.65	6.65
31.00	<b>Bulk cargo</b> 31.01 <b>Dry bulk cargo (Manual Handling) – Irritant /Non Irritant</b>	5.00	5.00	5.00
	31.02 <b>Bulk liquid cargo from / to bowsers</b>		1.30	1.30
	Over 1000 Tons per day	1.70		
	Up to 999 Tons per day	2.00		
	31.03 <b>Totally mechanized handling of bulk cargo only</b>			
	31.03.01 Daily average output (w.e.f. 05/05/2008)			
	7000 MT and above	1.25	1.25	1.25
	6000 MT to 6999 MT	1.50	1.50	1.50
	5000 MT to 5999 MT	2.00	2.00	2.00
	4000 MT to 4999 MT	2.50	2.50	2.50
	3000 MT to 3999 MT	2.80	2.80	2.80
	2000 MT to 2999 MT	3.00	3.00	3.00
	1000 MT to 1999 MT	3.50	3.50	3.50
	Below 1000 MT	5.00	5.00	5.00
	31.03.02 Handling of Cement in Bags	5.70	5.70	5.70
	31.04 <b>Partially mechanized handling of bulk cargo</b>			
	31.04.01 Operator's berth ( Over 5000 MT Per day US\$ 2.00 per MT )	2.50	2.50	2.50
31.04.02 SLPA berth(At Galle /Trinco daily output is over 5000MT per day US\$2.50per	3.00	3.00	3.00	
31.04.03 Daily Out put is less than 2000 MT per day irrespective of birth		5.00	5.00	
31.05 <b>Liquid bulk (through pipe lines)</b>				
31.05.01 Handling at Tanker Berth	0.35	0.35	0.35	
31.05.02 Handling at Dry Cargo Berth	1.70	1.70	1.70	

S/NO	Description	Rate per Tonne (US\$)		
		CMB/MRMRP	Galle	Trinco
32.00	Motor vehicles	4.00	3.10	3.10
33.00	<b><u>Animals etc.</u></b>			
	33.01 Live stock (Cattle & smaller species) - Each	1.00	1.00	1.00
	33.02 Large / wild types - Each	35.00	35.00	35.00
34.00	<b><u>Shifting of cargo</u></b>	<b>All ports (Rate in US\$)</b>		
	34.01 Cargo shifted and re-stowed in the same hatch	Normal stevedoring rate		
	34.02 Outside the discharging hatch	Twice normal stevedoring rate)		
35.00	<b><u>Mail handling</u></b>	<b>Per Tonne</b>		
	Mail bags handled will be charged on the basis of general cargo treating 20 bags as forming (1) Tonne.	4.00		
36.00	<b><u>Detentions &amp; Cancellation of booked gangs</u></b>	<b>Per hour or part thereof</b>		
	36.01 <b>Detentions (Idling time)</b>	Per normal gang*	Per shift gang	
	36.01.01 Anticipation of rain	10.45 *	20.85	
	36.01.02 Vessels worked with private Labour	10.45		
	36.01.03 Other detentions	35.00 *		
	36.02 <b>Cancellation of booked gangs</b>	<b>Per Gang</b>		
	36.02.01 Stevedoring gangs - normal days	92		
	36.02.02 Stevedoring gangs - Sunday & Holidays	104		
		<b>Per Tonne</b>		
37.00	Shut-out charges if ship / agent is liable	5.00		
38.00	<b><u>Harbour Tonnage Dues</u></b>			
	38.01 All cargo loaded or discharged	0.40		
	38.02 All cargo loaded or discharged from coastal vessels	0.20		
39.00	<b><u>Composite Transshipping and re-shipping cargo</u></b>	<b>Discharging</b>	<b>Loading</b>	
	39.01 Transhipment break bulk cargo irrespective of mode of	5.00	5.00	
	39.02 Transhipment motor vehicles	2.00	2.00	
	39.03 Shut-out charges	5.00		

S/NO	Description	All Ports (Rate per Tonne US\$)
39.04	<b><u>Storage on Transshipment conventional cargo</u></b>	
39.04.01	21 days "FREE STORAGE" will be given for T/S, conventional cargo if not transhipped within the free period the storage rent would be from the first day	Free
39.04.02	From 1 <sup>st</sup> day to the date of transshipping (Per day, Per Tonne/CBM or part thereof)	1.50
	<p><b><u>Notes on Conventional Cargo Vessels</u></b></p> <p>01. Gear - less ships or ships with non operational cargo gear will not be permitted at the Port of Colombo(CMB) and Hambantota(MRMRP) with the exception of Country Crafts.</p> <p>02. Ships that are unable to self sustain entirely due to defective gear will be subjected to a surcharge of 20% on stevedoring on the tonnage in the particular Hold. (w.e.f.01.01.2004)</p> <p>03. When controlling holds / long hatches of conventional cargo ships could not be worked with two of ship's own hooks due to defective ship's gear, a 20% surcharge will be recovered on the total quantity of cargo in that particular hold / hatch</p> <p>04. If SLPA decides after inspection by the Harbour Master that working on a particular ship is unsafe due to presence of oil and / or any such material on deck or on crane / derrick pedestals, visibility problems and other disabilities it will not be handled</p> <p>05. "Unitized/Palletized " cargo should comprise of more than a single item &amp; each unit / pallet (a bundle) Should be 2 MT or more. (effective 11.10.04)</p> <p>06. If Agent brings more than 3000 Transshipment Vehicles per month, stevedoring will levied at US\$ 1 per CBM And free storage will limited to 14 days only. (w.e.f. 05-05-2008)</p>	

<b>Section III</b>	<b>LANDING &amp; DELIVERY AND SHIPPING</b>	
<b>Item No.</b>	<b>Description</b>	<b>Page</b>
40	Basic / Primary Food Products ( Dry ) and Agricultural Products ( Natural )	14
41	Dangerous cargo, Reefer & Liquor ( Special Cargo )	14
42	Crude Oil / Petroleum Products (Through Pipe Line )	14
43	All other Cargo ( Not listed above )	14
44	Shut-Out Charges for Exports	14
45	Basis for Levy of Charges	14
46	Occupation Charges (Import, Export, DC Cargo & Import Vehicles)	15A-15B
47	Extra Container Handling	16
48	Crane Charges	16
49	Cargo Shifted / Open / Re-Packing Charges for Custom Examination	16
50	Bonding and Entrepot Charges	16

S/NO	Description	IMPORTS & EXPORTS ( US \$ )				
		Direct Delivery /Shipping (B/Bulk- LCL ) US \$ per Tonne All Inclusive	Ware House / Yard delivery/yard (B/Bulk &LCL ) US \$ per Tonne All Inclusive	Per FCL Container		
				20'	40'	Over 40'
<b>40.00</b>	<b><u>All food Cargo in bags (dry) and Agricultural Products * ( Natural )</u></b>					
	40.01 * Tea, Rubber, Coconut, Coconut Products, Fertilizer, & Animal Feed, Fish meal including Fish & Prawns.	0 . 60	0 . 94	16.00	32.00	38.00
<b>41.00</b>	<b><u>Dangerous cargo, Reefer &amp; Liquor ( Special Cargo )</u></b>					
	Groups 1, 1(a), &11(Listed in the Schedule of Dangerous Cargo Booklet of SLPA)	2 . 00	2.35	58.00	116.00	144.00
<b>42.00</b>	<b><u>Crude Oil / Petroleum Products ( Through Pipe Line )</u></b>					
	42.01 Liquid Cargo including Crude Oil through pipe line ( Import )	0 . 22				
	42.02 Liquid Cargo including Crude Oil through pipe line. ( Export )	0 . 23				
	42.03 Petroleum Products Discharging at any Berth	2 . 76				
	42.04 Petroleum Products Loading at any Berth	3 . 00				
	42.05 Petroleum Products Supply to vessels using bowsers	2 . 00				
<b>43.00</b>	<b>All other cargo ( Not listed above )</b>	1 . 20	1.50	32.00	64.00	80.00
<b>44.00</b>	<b>Shut-out charges for exports</b>	2 . 00				
<b>45.00</b>	<b><u>Basis for Levy of charges :-</u></b>					
	45.01 Charges will be levied on Weight or Measurement tonnage whichever is greater as declared in the Manifest. (as per agents D/O, B/L, Invoice, Packing list or any other documents related to Exports/Imports.)					
	45.02 In the event of fraudulent declaration of type of cargo (D.C./Non D.C.) Penalty of 100% will be Imposed on difference of charges. (a)100% surcharge for additional volume of consignment / shipment of cargo if the volume wrongly declared by the port users is less than 5%. (b)100% surcharge for whole volume of consignment/shipment of cargo if the volume wrongly declared by the port users is more than 5%.					
	45.03 An administrative charge of 1% per day will be levied on cash bills after the bill is processed and kept ready for the payment from the date of bill, provided that the bill is not paid within 3 working days.					
	45.04 Over Height, Over width , Open Top , Flat Rack containers will be charged an additional 10% on normal Container irrespective of Actual Measurement.					
	45.05 2% Interest per month will be charged on consignments cleared against Bank Guarantees, until date of encashment of the Bank Guarantees.					

S/NO	Description	Per Day or Part thereof			
		B/B - Per US \$	Per FCL		
			20'	40'	Over 40'
<b>46.00</b>	<b><u>Occupation charges</u></b>				
46.01	<b>Occupation Charges Normal Cargo - Import</b>				
46.01.01	<b>Imports if cleared within 3 clear days.</b> Actual day of de-stuffing / discharging will be left out when counting the free period	Free	Free	Free	Free
46.01.02	<b>Basic charge</b> if not cleared within the specified period ( From the 1 <sup>st</sup> day up to the date cleared. ) Actual day of de-stuffing / discharging will be left out when counting the free period.	0 . 23	8.00	16.00	18.00
46.01.03	<b>Penal charge From 8<sup>th</sup> day to 14<sup>th</sup> day</b>	0 . 45	15.00	30.00	33.00
46.01.04	<b>Penal charge Thereafter</b>	0 . 68	23.00	46.00	50.00
	<b>Occupation Charges Vehicles - Import (W.e.f. 01/02/2012)</b>				<b>Per CBM per day or part thereof</b>
46.01.05	<b>Import vehicle if cleared within 3 clear days.</b> Actual day of de-stuffing/discharging will be left out when counting the free period		Free		
46.01.06	<b>Basic charge</b> if not cleared within the specified time period (from 1 <sup>st</sup> day up to the date cleared) Actual day of de-stuffing/discharging will be left out when counting the free period		0.75		
46.01.07	<b>Penal from 8<sup>th</sup> day to 14<sup>th</sup> day</b>		1.00		
46.01.08	<b>Penal there after</b>		1.50		

S/NO	Description	Per Day or Part thereof			
		B/B - Per US \$	Per FCL Container (US\$)		
			20'	40'	Over
46.02	<b><u>Occupation charges DC Cargo</u></b>				
46.02.01	<b>DC Cargo if cleared within 48 hours</b> (from the time of discharged/de- stuffed)	Free	Free	Free	Free
46.02.02	<b>Basic charge</b> (DC cargo if not cleared within 48 hours from the time of de-stuffed / discharged up to the	0.69	24.00	48.00	54.00
46.02.03	<b>Penal charge From 8<sup>th</sup> day to 14<sup>th</sup> day</b>	1.35	45.00	90.00	99.00
46.02.04	<b>Penal charge Thereafter</b>	2.04	69.00	138.00	150.00
46.03	<b><u>Occupation charges Normal Cargo – Export</u></b>				
46.03.01	<b>Exports if Shipped within 7 clear days.</b> Rent will accrue from the day of receipt.	Free	Free	Free	Free
46.03.02	<b>Basic charge</b> ( If not Shipped within 7 clear days Rent <b>accrue from the day of receipt up to the date Shipped.</b>	0. 23	5 .20	10. 40	15. 90
46.03.03	<b>Penal charge From 8<sup>th</sup> day to 14<sup>th</sup> day</b>	0. 23			
46.03.04	<b>Penal charge From 15<sup>th</sup> day to 21<sup>st</sup> day</b>	0. 45			
46.03.05	<b>Penal charge Thereafter</b>	0. 68			

S/NO	Description	IMPORTS & EXPORTS ( US \$ )			
		LCL Cargo Per Tonne (US\$ )	Per FCL Container ( US \$ )		
			20'	40'	Over 40'
<b>47.00</b>	<b><u>Extra container handling</u></b>				
	47.01 Stuffing or de-stuffing only		22 . 00	33 . 00	41 . 00
	47.02 Mounting or de-mounting		25 . 00	38 . 00	47 . 00
<b>48.00</b>	<b><u>Crane charges ( In addition to L &amp; D Shipping charges – If used only. )</u></b>				
	If the Packages are Over 10 M.T. additional Crane charges based on the Weight of the package will be levied as follows.				
	48.01 Each package of Over 10 M. Tons Up to 15 M. Tons	50 . 00			
	48.02 Each package of Over 15 M. Tons Up to 20 M. Tons	100 . 00			
	48.03 Each package of Over 20 M. Tons Up to 30 M. Tons	200 . 00			
	48.04 Each package of Over 30 M. Tons Up to 40 M. Tons	250 . 00			
	48.05 Each package of Over 40 M. Tons	325 . 00			
<b>49.00</b>	<b><u>Cargo Shifted / Open / Re-Packing Charges for Customs Examination</u></b>				
	49.01 Each package	0 . 50			
	49.02 Per Consignment	20 . 00			
<b>50.00</b>	<b><u>Bonding and Entrepot charges</u></b>				
	50.01 Handling all cargo and / or re-bond cargo (per tonne or part thereof)	2.00			
	50.02a Documentation charges per consignment	20.00			
	50.02b Documentation charges per consignment (online submission)	Nil			
	50.03 <b>Occupation charges</b> (w.e.f. 10/11/2014)				
	50.03.01 1st week to 2nd week (per week or part thereof)	0.7	25.00	50.00	55.00
	50.03.02 3rd week to 4th week (per week or part thereof)	1.50	30.00	60.00	65.00
	50.03.03 5th week to 8th week (per week or part thereof)	3.00	60.00	120.00	130.00
	50.03.04 There after per week or part thereof	5.00	90.00	180.00	195.00
	50.03.05 Re-packing charges(per consignment)				20.00



<b>Section IV</b>	<b>GENERAL SERVICES &amp; FACILITIES</b>	
<b>Item No.</b>	<b>Description</b>	<b>Page</b>
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58	Oil Facilities at Port of Colombo	18-19
59	Sundry Services	19
60	Miscellaneous Facilities	19-20
61	Labour Fee (per person)	20

S/NO	Description	Rate in US\$
51.00	<b><u>Fire Fighting Services</u></b>	<b>Per hour or part thereof</b>
	51.01 Fire fighting vessel (in Harbour)	320.00
	51.02 Fire fighting vessel (out Harbour)	800.00
	51.03 Standby duties	20.00
	51.04 Standby duties (Afloat)	24.00
	51.05 Active duties	180.00
	51.06 Fire extinguishing medium used other than water - Charges as per prevailing replacement cost for the medium	
	51.07 Attendance for salvage work	120.00
	51.08 Use of skimmer or other recovery device	40.00
	51.09 Use of oil boom or other containment device	30.00
	51.10 Use of oil spillage barge for storage of recovered material	4.00
	51.11 Costs incurred in the disposal of pollutants recovered shall be charged as per costs incurred by the Authority	
	51.12 Chemicals or other materials used shall be charged as per prevailing replacement cost	
<b>Supply of Stand by Firemen to Local Operators ( DL , SAGT, etc. )</b>	8.50	
51.13 Stand by Duties for 01 Fire Crew		
52.00	<b><u>Supply of Fresh Water</u></b>	
	52.01 Composite rate for supplying fresh water (subject to periodical revision) Per 1000 liters (Ton) or part thereof	8. 00
	52.02 Minimum charge for a supply (other than for pleasure craft)	75. 00
	52.03 Detention charge (per barge per hour or part thereof)	8. 00
	52.04 Requests for cancellation must be made 24 hours before the time water is required Requests not so made will incur the minimum charge of US\$ 75.00	
	52.05 If the cancellation is requested after the barge is tendered alongside vessel, the charge payable will be 52.05.01 Detention charges as above 52.05.02 Minimum charge of US\$ 75.00 52.05.03 Towing charges as per tariff	
53.00	<b><u>Occupation of Slip-ways</u></b>	<b>Per day or part</b>
	53.01 Up to 100 Tonnes (Minimum charge US\$ 100.00)	60.00
	53.02 Over 100 Tonnes (Minimum charge US\$ 300.00)	150.00
	53.03 Blocks and shores if specially provided (per block / shore)	35.00
	53.04 Patent slip up to 500 Tonnes (per block / shore)	250.00
	53.05 Blocks and shores if specially provided	50.00

S/NO	Description	Rate in US\$		
		Per 4 hours or part thereof		
		Normal Diving Service	When diver not on Active duty	When diver's service is not for maritime facilities
54.00	<b><u>Shipwright Diver</u></b>			
	54.01 During normal working hours within harbour	170.00		
	54.02 During normal working hours outside harbour	340.00	170.00	510.00
	54.03 Over time hours within harbour	340.00		
	54.04 Over time hours outside harbour	680.00	340.00	1020.00
55.00	<b><u>Railway Facilities</u></b>	Per hour or part thereof per unit		
	55.01 For use with wagons, trolleys or trucks during normal working hours	20.00		
	55.02 For use with wagons, trolleys or trucks during over time hours, weekends and	40.00		
	55.03 For shunting, during normal working hours	14.00		
	55.04 For shunting, during over time hours, weekends and holidays	27.00		
	55.05 Provision of wagons, trolleys or trucks	6.00		
56.00	<b><u>Chain Testing</u></b>			
	Each Testing	15.00		
57.00	<b><u>Canal Locks</u></b>	Per operation		
	Each Lock	15.00		
58.00	<b><u>Oil facilities at Port of Colombo(CMB)</u></b>			
	58.01 Oil received and / or pumped through pipe line (Charged on total tonnage Irrespective of the operation)	Per tonne or part thereof		
		5.00		
	<b>Over time charges for pumping or receiving</b>			
	58.02 Over time hours on week days	Per hour or part		9.00
58.03 Over time on Saturday, Sunday & holidays	Per hour or part		14.00	

S/NO	Description	Rate in US\$	
58.00	<b><u>Storage</u></b>		
	First 2 months - Rent free		
	58.04 3 <sup>rd</sup> month (per Tonne or part thereof)		2.00
	58.05 4 <sup>th</sup> month (per Tonne or part thereof)		4.00
	58.06 5 <sup>th</sup> month (per Tonne per month or part)		6.00
	58.07 Analysis & issue of quality certificates	<b>Per sample</b>	2.00
59.00	<b><u>Sundry services</u></b>		
	59.01 Bagging, Weighing and re-stacking etc	Per bag	0.10
	59.02 Loading in to railway trucks	PerTonne	0.50
	59.03 <b>Stacking in consignees vehicle</b>		
	59.03.01 Direct delivery	Per Tonne	0.05
	59.03.02 Others	Per Tonne	0.10
	59.04 Landing or loading (Due to pass cancellation)	PerTonne	2.00
	59.05 Pre-warehousing	Per Tonne	1.00
	59.06 Palletizing	Per Tonne	1.00
	59.07 <b>Baggage office handling charges</b>		
	59.07.01 Normal handling	Per package	2.00
	59.07.02 Handled by fork lift	Per package PerTonne or part	4.00
60.00	<b><u>Miscellaneous Facilities</u></b>		
	60.01 Telephone Call	Per call	0.20
	60.02 Administrative charges for telephone facilities (In addition to no. of calls)		5.00
	60.03 Medical facilities	To be determined by Chief Medical Officer	
	60.04 Hire of ambulance within Colombo,Hambantota, Galle and Trincomalee city limits	Per trip	6.00
	60.05 Hire of ambulance outside Colombo,Hambantota,Galle and Trincomalee city limits	Per km	0.40
	60.06 Certified copies of SLPA documents	Per copy	2.00
	60.07 Replacement charge for loss of token		1.00
	60.08 Cancellation charge on cart note		2.00
	60.09 <b>Licensing of clearing agencies</b>	Per license	180.00
	60.09.01 Annual renewal	Each	90.00
	60.09.02 Renewal after due date		35.00

## GENERAL SERVICES AND FACILITIES (Payable by Applicant)

S/NO	Description	Rate in Rs.		
60.00				
	60.10	Registration of wharf clerks	Per registration	5000.00
	60.10.01	Annual renewal	Each	2000.00
	60.10.02	Renewal after due date ( With penalty )	Each	3000.00
			<b>Rate in US\$</b>	
	60.11	Embarkation / Disembarkation fee	Per passenger	5.00
	60.11.01	Local passengers embarking /disembarking at all ports	Per passenger	0.50
	60.12	Weighing container	Each	6.00
	60.13	Search Fee	Per W.I.C.	3.00
	60.14	A photo copy of document	Per copy	0.15
61.00	<u>Labour / Person rates for standby charges</u>			
	61.01	Executive officers	Per hour or part thereof per person	2.50
	61.02	Non labour	Per hour or part thereof per person	1.50
	61.03	Labour	Per hour or part thereof per person	1.00
	61.04	Customs officer (Bonding)	Per occasion	1.00

<b>Section V</b>	<b>HIRING SERVICES</b>	
<b>Item No.</b>	<b>Description</b>	<b>Page</b>
62	Hire of Floating Craft (Including Lighters)	21
63	Hire of Forklifts, Trucks & Cranes	21 – 22
64	Hire of Trucks, Trailers, Prime-Movers & Other Equipment	22
65	Hire of Other Equipment	22
66	Hire of Gear	23
67	Conditions	23 – 24

S/NO	Description	Rate in US\$ Per hour or part thereof
62.00	<b><u>Hire of Floating Craft (Including Lighters)</u></b>	
	62.01 Up to 40 Tonnes	3.00
	62.02 Over 40 & up to 80 Tonnes	4.00
	62.03 Over 80 Tonnes	5.00
	<p><b>Note</b> :- Demurrage is charged for import / export lighters at the above rates and the following barriers</p> <p><b>Export Lighters</b> :- Demurrage occurs from the 49<sup>th</sup> hour from the time the lighter is tendered alongside vessel or from the 61<sup>st</sup> hour after loading is completed on shore whichever is earlier except in the case of shut out cargo transferred to another vessel.</p> <p><b>Import Lighter</b> :- Demurrage occurs from the 73<sup>rd</sup> hour from the time the lighter arrives at the delivery point</p>	
	62.04 Pontoon barges inclusive of passenger ship	20.00
	62.05 Small tug or launch within the harbour for towing floating craft	60.00
	62.06 Small tug or launch within the harbour for other purposes	44.00
	62.07 Small tug or launch outside the harbour	120.00
	62.08 10 ton Digger	100.00
	62.09 5 ton Digger	75.00
	62.10 Hopper barge, anchor boat	15.00
	62.11 Punt	10.00
	(Towing craft shall be paid for separately )	
63.00	<b><u>Hire of forklift trucks &amp; cranes</u></b>	
	63.01 Forklift trucks up to 2 1/2 tonnes	7.00
	63.02 Forklift trucks over 2 1/2 tonnes & up to 10 tonnes	20.00
	63.03 Forklift trucks over 10 tonnes & up to 15 tonnes	40.00
	63.04 Forklift trucks over 15 tonnes & up to 25 tonnes	52.00
	63.05 Forklift trucks over 25 tonnes & up to 40 tonnes	70.00
	63.06 Mobile cranes up to 03 tonnes	15.00
	63.07 Mobile cranes over 03 tonnes & up to 05 tonnes	20.00
	63.08 Mobile cranes over 05 tonnes & up to 10 tonnes	25.00
	63.09 Mobile cranes over 10 tonnes & up to 20 tonnes	100.00
	63.10 Mobile cranes over 20 tonnes & up to 40 tonnes	250.00
	63.11 Mobile cranes over 40 tonnes	325.00

S/NO	Description	Rate in US\$ Per hour or part thereof
63.00	63.12 .01 Portal Cranes	10.00
	63.12 .02 Level Luffing Crane	40.00
	63.13 Floating Cranes (Per day or part thereof)	500.00
	63.14 Cancellation charge for Floating Cranes ordered & subsequently cancelled (Per application)	60.00
	<p data-bbox="382 361 1078 396">(Towing charges are payable separately under item 5.1)</p> <p data-bbox="237 411 1058 446"><b>63.15 Crane charges in Port of Galle &amp; for T. T. N. Boats</b></p> <p data-bbox="314 454 1570 575">63.15.01 A rate of US\$ 150.00 per shift of eight (8) hours or part thereof when a crane is provided for discharging or loading of cargo where such crane is engaged in lieu of a shore crane, irrespective of the type or the capacity of the crane provider</p> <p data-bbox="314 582 1512 646">63.15.02 Normal Tariff rates shall apply when cranes are hired out for any purpose, other than for such normal cargo handling</p>	
64.00	<b><u>Hire of Trucks, Trailers, Prime-movers &amp; Other Equipment</u></b>	
	64.01 Platform truck	3.00
	64.02 Prime Mover	20.00
	64.03 Tractor & Trailer	18.00
	64.04 20ft Trailer	10.00
	64.05 40ft Trailer	15.00
	64.06 Hand jack fork lift	2.00
65.00	<b><u>Hire of Other Equipment</u></b>	
	65.01 Air compressor	15.00
	65.02 50 Ton Hydraulic jack	3.00
	65.03 Water pump up to 3"	5.00
	65.04 Water pump 4" up to 6"	13.00
	65.05 Welding generator (twin)	27.00
	65.06 Welding generator (single)	13.00
	65.07 Pneumatic sump pump 3/4" inlet (Per day or part thereof)	18.00
	65.08 Mackinnon Terry No. 5 - Pilling hammer (Per day or part thereof)	100.00



S/NO	Description	Rate in Per shift or part thereof
<b>66.00</b>	<b><u>Hire of Gear</u></b>	
66.01	Shackles over 5 Tons	Each 3
66.02	Slings - heavy wire rope sling, wire sling, gunny covered net slings	Each 11
66.03	Slings - light	Each 6
66.04	Chains	Each 3
66.05	Grabs	Each 13
66.06	Hand Carts	Each 1.5
66.07	Hooks & Seal Cutter	Each 0.75
66.08	Pick axes, loading platforms, shackles, shovels & mammoties	Each 0.75
66.09	Tarpaulin / mats	Each 4
66.10	Mobile platform for loading / discharging cargo, wooden tray	Each 2
66.11	Prestman grab, drum hook set	Each 4
66.12	Net sling, cement sling, car slings	Each 2
66.13	Jacob ladder	Each 2
66.14	Rope sling	Each 1
66.15	Gangway safety net, all safety nets	Each 19
66.16	Light vehicle hook set	Each 10
66.17	Heavy vehicle hook set, Container hook set	Each 15
66.18	20ft SLPA spreaders	Each 15
66.19	40ft SLPA spreaders	Each 25
<b>67.00</b>	<b><u>Conditions</u></b>	
67.01	<b>Floating cranes</b>	
67.01.01	The <b>hire commences as the crane arrives alongside</b> vessel or other place where it is required and ends when it is released by the hirer of any cargo etc., on deck.	
67.01.02	SLPA shall not be liable for any damage caused by any item being lifted or for any damage caused to ship, lighter or other conveyance etc.	
67.01.03	Pontoon derrick operator shall abide by instructions given by the Crane operator or Supervisor to	
67.01.04	The hirer shall ensure that the side of the vessel is clear to accommodate the crane	
67.01.05	The hirer shall arrange the return of the crane to her mooring by 18.00 hrs unless specifically allowed by the Harbour Master	
67.01.06	Applications for the hire of the crane shall be submitted to the Superintendent (Harbour Craft) on a week day at least 12 hours before the crane is required	

## HIRING SERVICES (Payable by Hirer)

S/NO	Description
67.01.06	Applications for the hire of the crane shall be submitted to the Superintendent (Harbour Craft) on a week day at least 12 hours before the crane is required
67.02	<b>Others</b>
67.02.01	Charges shall be calculated for the period from the time the equipment arrives at the place of work to the time of its departure from such place. In respect of stationary cranes, charges shall be calculated for the duration of the period of allocation for the operations.
67.02.02	No charges shall be payable for any period of time during which such mechanical equipment breaks down
67.02.03	When cranes are used by outside parties, outside the port premises, the rate of hire will be treble
67.02.04	The period engaged in traveling to and from the place of work will be charged against the hirer at the rate applicable when mechanical equipment is hired outside the port premises.
67.02.05	When mechanical equipment is engaged outside the normal day / night shift charges will be maintained at the hourly rate for the duration the mechanical equipment is engaged.
67.02.06	Request for hire of cranes during normal working hours (07.30 hrs to 16.30 hrs) will be received at the Imports Office or by Chief Operations Manager up to 14.00 hrs, on the day previous to the day on which the crane is required.
67.02.07	Request for hire of other equipment shall be made in the prescribed form obtainable at the imports office and be signed by the hirer or by his authorized representative and delivered in the first instance to the Assistant Manager at Imports Office.
67.02.08	Request for the crane on Sundays will be accepted up to 12.30 on Saturdays
67.02.09	The Ports Authority reserves to itself the right of supplying the cranes and or limiting the period of the hire
67.02.10	Alterations and cancellations shall be accepted up to 1600 hrs of the previous day without cost to the hirer, but after such time, no further alterations or cancellations shall be ascertained and hirers shall be charged the full hire for the period such mechanical equipment has been booked whether used or not
67.02.11	All such alterations or cancellations must be intimated in writing
67.02.12	Separate cancellations must be requested in respect of mechanical equipment booked for hire during normal and overtime hours
67.02.13	When mechanical equipment is required for longer periods than originally requested for, a fresh request shall be submitted at least one hour before the expiry of the period originally requested for normal hours. If the original request is for overtime hours such request for extension should be made before 2100 hrs.
67.02.14	No mechanical equipment shall be supplied to any casual user, unless an adequate deposit is made in advance.

<b>Section VI</b>	<b>GUIDE LINES TO THE TARIFF</b>	
	<b>Description</b>	<b>Page</b>
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<b>(B) Navigation</b>		<b>30 - 32</b>
<b>(C) Stevedoring</b>		<b>33 - 40</b>

<b>S/NO</b>	<b>A - General</b>	<b>Page No</b>
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<b>(III)</b>	<b>Lash Barges</b>	<b>26</b>
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<b>S/NO</b>	<b>B - Navigation</b>	<b>Page No</b>
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<b>(X)</b>	<b>Conditions applicable to Tariff item 29.04</b>	<b>40</b>

(A)

		<u>Abbreviations</u>					
(I)	"B/B"	Means Break / BULK					
	"CBM"	Mean Cubic Meters					
	"CMB"	Means Colombo Port					
	"CONSIGNMENT"	Means the goods covered by one import or export 'application'					
	"DWT"	Means Summer Dead Weight Tonnage					
	"FCL CONTAINER"	Means – (Full Container Load) - A container with all cargo in it consigned/shipped to ONE Consignee /Shipper irrespective of the number of bills of lading					
	"GT"	Means Gross Tonnage of vessel					
	"LCL CONTAINER"	Means – (Less Container Load) -A container(34CBM for 20',68CBM for 40') with cargo in it, consigned /shipped to TWO OR MORE (more than one) Consignees / Shippers.					
	"MRMRP"	Means Magam Ruhunupura Mahinda Rajapaksa Port Hambantota.					
	"OOG"	Means Out of Gauge, i.e. Cargo loaded on a container that is Over Height, Over Width or Over Length					
	"PER ANNUM" or "PER YEAR"	Means a period of 12 months beginning with the first day of January in any year					
	"PER DAY"	Means per calendar day					
	"PER MONTH"	Means per calendar month					
	"TONNE"	Means 1 metric ton or 1000 kilograms or 1 cubic meter or 1000 liters					
	"T/S"	Means Transshipment					
	"VEHICLE"	Means a motor - operated conveyance of goods and / or passengers					
	COB/IFO/MGO	Means Colombo Oil Bank/ Intermediate fuel Oil/Marine Gas Oil					
(II)		<u>Tonne basis for levy of charges</u>					
	a.	Except where otherwise provided, charges will be levied on weight or measurement whichever is greater					
	b.	The Authority may levy charges on measurement if the weight cannot be ascertained or vice versa					
	c.	Bulk cargo will be charged on manifested tonnage					
	d.	Normal bagged cargo will be charged on weight basis(Other than general cargo in bags /bag cargo in packages and container)					
	e.	Separate charges will be levied for goods in vehicles					
	f.	A fraction of a Tonne will be reckoned as one Tonne					
	g.	For import & export cargo, tonnage will be reckoned as that given in freight manifest					
	h.	Charges will be levied on Weight or Measurement Whichever is greater as declared in the Manifest (as per agents D/O / B/L).					
	i.	<u>Calculation of stevedoring charges</u>					
		<p><b>ia. Special types of cargo based on "weight tonnage" declared in cargo manifest</b></p> <table border="0"> <tr> <td>iaa. Steel coils, wire rods, steel channels</td> <td>iad Steel billets</td> </tr> <tr> <td>iab. Paper reels</td> <td>iae Drummed cargo</td> </tr> <tr> <td>iac. Timber Logs (except sawn timber)</td> <td>iaf Steel sheets / plates</td> </tr> </table>	iaa. Steel coils, wire rods, steel channels	iad Steel billets	iab. Paper reels	iae Drummed cargo	iac. Timber Logs (except sawn timber)
iaa. Steel coils, wire rods, steel channels	iad Steel billets						
iab. Paper reels	iae Drummed cargo						
iac. Timber Logs (except sawn timber)	iaf Steel sheets / plates						

	<p>ib. <u>Other types of General cargo not under {i(a)}</u> If measurement and weight are given in cargo manifest then "<b>On measurement or weight tonnage whichever is higher</b>" would apply</p> <p>ic. General cargo where measurement is not given in the manifest "<b>weight x 2 times</b>" would apply</p> <p>j. Bagged cargo in unitized / palletized form shall be charged on weight basis</p> <p>k. High Cube (HQ &amp; HC) containers should be treated as normal containers</p>
(III)	Lash barges will be treated as vessels for the purpose of all port charges
(IV)	<p><b><u>Clear Days</u></b> The reference in the Tariff to "clear days" is to days free of Saturdays, Sundays and Public holidays and does not indicate "full day of 24 hrs each"</p>
(V)	<p><b><u>Working hours</u></b></p> <p>a. <b><u>(Colombo(CMB),Hambantota(MRMRP), Galle &amp; Trincomalee)</u></b> Per shift means one of the following periods</p> <p style="padding-left: 40px;"><b>From Monday to Friday</b></p> <p style="padding-left: 80px;">0730 hrs to 1630 hrs (excluding one hour for meals)</p> <p style="padding-left: 80px;">1630 hrs to 0030 hrs (excluding one hour for meals)</p> <p style="padding-left: 80px;">0030 hrs to 0400 hrs (1<sup>st</sup> extended shift)</p> <p style="padding-left: 80px;">0400 hrs to 0630 hrs (2<sup>nd</sup> extended shift)</p> <p>b. <b><u>(Colombo(CMB),Hambantota(MRMRP),Galle &amp; Trincomalee)</u></b></p> <p style="padding-left: 40px;"><b>Saturday</b></p> <p style="padding-left: 80px;">0730 hrs to 1330 hrs (excluding one hour for meals)</p> <p style="padding-left: 80px;">1330 hrs to 1630 hrs (extended shift)</p> <p style="padding-left: 80px;">1630 hrs to 2130 hrs (excluding one hour for meals)</p> <p style="padding-left: 80px;">2130 hrs to 0030 hrs (1<sup>st</sup> extended shift)</p> <p style="padding-left: 80px;">0030 hrs to 0400 hrs (2<sup>nd</sup> extended shift)</p> <p style="padding-left: 80px;">0400 hrs to 0630 hrs (3<sup>rd</sup> extended shift)</p> <p style="padding-left: 40px;">Sundays &amp; holidays</p> <p style="padding-left: 40px;">For the purpose of charging labour will be reckoned from 0730 hrs to 0630 hrs on the following day</p> <p style="padding-left: 40px;">Stevedoring gangs may be ordered for a minimum of one shift</p> <p style="padding-left: 40px;">Extra labour employed may be ordered for a minimum of half shift. Half shift means 4 hrs or part thereof</p>

<b>(VI)</b>	<p><b><u>Orders to be in writing</u></b></p> <ol style="list-style-type: none"> <li>a. Requests to provide any services by the Ports Authority shall be in writing</li> <li>b. Requests by telephone can be accommodated in certain cases only and subject to confirmation in writing soon after.</li> <li>c. Delivery orders issued by the Agents of vessels for import cargo should be submitted for the release of the cargo by the Authority</li> <li>d. The endorsement of the Shipping Agent should be made available in respect of export cargo</li> <li>e. In respect of import / export cargo all Customs requirements should be complied with</li> <li>f. Applications for import / export cargo should contain particulars of the contents, measurements and gross weight of packages, dates of arrival / departure of the ships</li> </ol>
<b>(VII)</b>	<p>If any service is not covered in the tariff a committee comprising of CFM, COM, HM &amp; CE(P) will determine a suitable rate to be Approved by the Chairman</p>
<b>(VIII)</b>	<p><b><u>Liability for charges</u></b></p> <ol style="list-style-type: none"> <li>a. Consignees or shipper's agents shall be liable for all charges on inward cargo</li> <li>b. Consignors or their agents shall be liable for all charges on outward cargo</li> <li>c. The ship's agents shall be responsible for all charges recoverable from ships or on Transshipment Cargo</li> <li>d. Sri Lanka Ports Authority retains the right to call upon payments in advance for any services</li> <li>e. A surcharge of 15% will be imposed on any short fall of Stevedoring advances if not settled within 3 clear days of the vessel departure.</li> <li>f. SLPA will impose 1% surcharge to vessel operators for incorrect vessel throughput statements submitted. (w.e.f. 01.01.08 )</li> <li>g. Bills not settled within approved credit period and Rejected disputes will be subjected to a surcharge of 2% p.m. unless specified in the agreements.</li> </ol>
<b>(IX)</b>	<p><b><u>Under charges</u></b></p> <p>The Authority shall be entitled to collect any amount which may be ascertained to have been under charged or due in any other way</p>
<b>(X)</b>	<p><b><u>Payment of charges</u></b></p> <ol style="list-style-type: none"> <li>a. Except in the case of a person holding a ledger account at the Authority, all shall be payable in advance</li> <li>b. Charges payable shall be reckoned to the nearest rupee</li> </ol>



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

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

(XIII) **ADVANCE PAYMENT FORMS**

**(Ref. FD/R/CH/17 of 04.07.2013)**

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

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

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

<b>(XIV)</b>	<p><b><u>OBTAINING ADVANCES FOR NAVIGATION DUES</u></b>  <b><u>(REF FD/R/STV/CASA/ 25.03.2008)</u></b></p> <p>Basic Navigational Advance includes are as follows :-</p> <ol style="list-style-type: none"> <li>1. Entering Dues</li> <li>2. Light Dues</li> <li>3. Pilotage</li> <li>4. Two Tugs</li> <li>5. Dockage for expected duration</li> <li>6. Professional Pilotage (in &amp; out movement)</li> </ol>
<b>(XV)</b>	<p><b><u>OBTAINING VESSEL OPERATING AGENT'S APPROVAL BEFORE FORWARDING DISPUTES TO SLPA (REF OD/JCT/DCB/23 -14.08.2009)</u></b></p> <p>Container Operating Agents must forward their disputes that relate to the stevedoring charges based on Vessel Operators Throughput Statement (VTS). Through the Vessels Operating Agents. This will be effective from 17th August 2009.</p>
<b>(XVI)</b>	<p><b><u>NOTICE OF CLOSURE OF OFFICE ON SUNDAYS</u></b>  <b><u>(REF / FD /STV/ CASA – 06.05.2009)</u></b></p> <p>The Finance Division of Sri Lanka Ports Authority will not be opened for business on Sundays.</p> <p>Necessary arrangements should be made to make advance payments during the week from Monday to Saturday</p>

(B)

(I) Professional Pilotage Fee

- a. **A Movement** Is executed when vessel enters from sea to a designated berth or changes a designated mooring / berth to another designated mooring / berth or to the same mooring / berth. Vessels entering or sailing from dry dock no. 1/2 will be charged three movements. Vessels docking / undocking at dock no. 3 and no. 4 will be charged two movements. Vessels to or sailing from Dolphin (Island Breakwater) tanker berth two movements.
- aa. Also two movements will be charged for the following.
- aaa. Vessels over 30,000 D.W.T. berthing / un berthing
- aab. Any vessel berthing portside to Passenger jetty, BQ IV, SP, JCT Ext (N), Dock no.4 North Repair berth Starboard side to BQ1, BQ2, GP1, GP2, PVQ1, PVQ2, JCT Ext. (S), Dock no.4 South Repair berth, dock no. 4 entrance, dock no 3 entrance and North Pier (when two movements are charged under the side to which the vessel berths to be indicated under 'Reason' in the certificate.
- aac. Double banking of ships
- aad. Vessels over 244 meters
- aae. Vessels towed not under command or engine break down within port
- ab. Three movements will be charged for vessel when towed not under command from outer harbour into port or vice versa

b. <b>DESIGNATED BERTHS</b>	Means berths named in chart where the vessel is usually secured or specially allocated by the Harbour Master. This includes the inner anchorage. It does not include a transit anchorage or a short stoppage at another berth for any purpose whilst Pilot remains onboard.
c. <b>WARPED VESSEL</b>	The vessel is considered warped alongside when it is moved alongside the pier with the aid of the mooring ropes less than half of ship's length
d. <b>A DEFECTIVE VESSEL</b>	Is one with engines and or movement restricted mooring winch or windlass not operational or both anchors not available for use, lack of communication between the bridge and fwd / aft stations defective steering or a pilot ladder not complying to regulations (Fees will be increased by 50%)
e. <b>A DEAD VESSEL</b>	Is one which is completely devoid of engine or steering power with or without conditions mentioned in above 4 (Fees will be increased by 100%)

**(II) Note on Pilotage and Professional Pilot Fees at the Port of Trincomalee**

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

**(III) LAYING UP OF VESSELS**

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

Rate Payable for Lay Up of Vessels :- (Per 24 hours or Part there of US \$ 0.70 per 100GT or Part there of)

**Conditions :-**

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

**(IV) 9<sup>th</sup> November,2011 SLPA,CASA Meeting (Extract From Miniutes) & PA/CM/(A) CASA of 17/04/2012****Over hour dues due to delayed berthing of car carriers**

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

**(V) WAIVE OFF OF OVER HOUR DUES (TARIFF ITEM – 02.02) TO CONTAINER****VESSELS DUE TO NON AVAILABILITY OF BERTH Ref. FD/DF/C/02 – 28.08.2012**

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

This concession is given only to vessels which arrive on scheduled time and berthing is delayed due to non availability of berth.

This will not be applicable for circumstances which took place prior to 28.08.2012.

C  
(I)

**PROCEDURE FOR DIRECT BILLING OF STEVEDORING AND SUBSEQUENT SERVICES TO CONTAINER OPERATORS – FOR CONTAINERS DISCHARGED & LOADED ON MAIN LINES/ FEEDER VESSELS**

**(A) RESPONSIBILITY OF THE VESSEL OPERATOR**

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

If an agent has not submitted an applications for supply of electricity for reefer containers, the charges will be recovered from the vessel operator.

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

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

#### **(B) RESPONSIBILITY OF THE CONTAINER OPERATOR**

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

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

(a) 100% on Stevedoring at Gantry rates.

(b) De-stuffing of FCL containers

(c) Stripping and stuffing

(d) Yard sorting and change of on-carrier/change of destination/change of weights(will be billed to the applicant)

(e) Supply of electricity to reefer containers and monitoring of same

(f) Change of status.

(g) Storage rent on Inward/Outward, local and transshipment containers.

(h) Mounting and de-mounting

(i) any other miscellaneous services provided that are not listed above

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

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

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

- (a) 100% composite stevedoring + HTD – Discharging/Loading - Local
  - Main Line
- (b) 100 % composite stevedoring - Discharging/Loading of T/s - & MCC
  - Main Line
- (c) 100% composite stevedoring - Discharging/Loading - Local
  - Feeder
- (d) 100 % composite stevedoring - Discharging/Loading of T/s - & MCC
  - Feeder
- (e) Vessel operator to pay HTD on discharging + Loading - Local
  - Feeder

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

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

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

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



**(II) DIRECT BILLING OF MULTY COUNTRY CONSOLIDATION CONTAINER****CHARGES TO MCC OPERATORS REF :- FD/STV/MCC - 26.10.2009**

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

**(III) BILLS FOR CASUAL CALLERS - REF:-FD/R/CH/01 - 29-07-2002**

All casual callers should strickly adhere to following procedures.

- (i) All casual caller vessels will be indicated / declared in the PTD (stevedoring Advance) payment form.
- (ii) Submission of final manifest in case of "Conventional cargo vessels" within a week of completion of casual caller
- (iii) The SLPA will cndeavor to submit all bills to agent, within 30 days on completion of vessel's operation.
- (iv) On the 30<sup>th</sup> day / or thereafter, the agent will write to the SLPA with request to any out- standing bills, pertaining to the vessel concerned, and if so submit in order to close account with their principles within two weeks.
- (v) The SLPA will then, either certify / Confirm, that no further bills will be submitted / or will submit reminder of the bills, within this two weeks.
- (vi) If no confirmation is received within two weeks from SLPA, agent will notify SLPA that they will be closing their account with their principels within 7 days.(Total effective time = 7 weeks date of sail of Vessel.)

**(IV) USE OF CONTAINERS FOR REEFER WORKSHOP/STORES :-**

Rental charges for the above containers would be on the following basis (w.e.f. 01/12/90 )

(a) Ground	20'	US \$ 100	Per month
	40'	US \$ 150	Per month
(b) 2 <sup>nd</sup> tier	20'	US \$ 25	Per month
	40'	US \$ 37.50	Per month (REF ODC/GEN / 69 - 25/11/1990)

**(V) RE-SHIPMENT OF LADEN IMPORT CONTAINERS -****w.e.f. 12.02.99 (FOR CONTAINERS RE SHIPPED TO PORT OF ORIGIN)****1.0 Storage (Dwell Rent)**

Con. Size	Rate per day per container (Full period without free days)
20'	US \$ 5.20
40'	US \$ 10.40
Over 40'	US \$ 15.90

**2.0 Composite Stevedoring on Re- Export (including of HTD)**

Con. Size	Rate per container
20'	US \$ 148.00
40'	US \$ 228.00
Over 40'	US \$ 281.00 (REF - FD/R/CH/01 - 15.02.1999)

**(VI) RECOVERY OF DETENTION CHARGES (REF AMD/37 – 06.09.2002)****(1) Awaiting arrival of the vessels**

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

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

**(2) Inter Terminal Transfers – hot connections**

The terminal will decide whether to permit a hot connection or to refuse based on the practical situation. When such connections could cause berthing delays to vessels to follow, the terminal will not permit idling. When transfers are done at the request of the shipping agents/ lines in spite of the advice of the terminal due to practical difficulties, the terminal will have the right to recover detention charges for such delays. When delays occur due to delay in inter terminal transfers, which is performed by the terminal operators, no detention charges can be levied, provided there is a reasonable time gap between the feeder and the main liner.

**(3) Handling of Pontoon Hatch covers – conventional vessels**

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

**(4) Mechanized Vessels handled without Port Labour**

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

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

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

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

If the delay of berthing is due to awaiting pilot or delays in pilot-age, no detention charges are applicable. For vessels arriving after beginning of the shift detention charges will be applicable.

(VI)

**7. Free Pratique**

Detention charges are not involved for awaiting free pratique.

**8. Detention charges on conventional cargo**

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

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

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

(VII)

**ON CARRIER CHANGE AND DESTINATION CHANGE CHARGES**

**(REF OD/JCT/DCB/ II – 03.07.2008 (Tariff item 20.06)**

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

(VIII)

**9<sup>th</sup> November,2011 SLPA,CASA Meeting**

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

**Storage charges for containers after vessels arrived off port on schedule**

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

**Main Line**

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

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

**Feeder**

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

FA/CM (A) /CASA – 17/4/2012

**(IX) TARIFF CONCESSIONS FOR IMPORT AND TRANSHIPMENT OF VEHICLES THROUGH THE MAGAM RUHUNUPURA MAHINDA RAJAPAKSA PORT - EFECTIVE FROM 31.05.2012 Ref. HM/C – 15 of 30.03.2012**

Roll on Roll off vessels carrying vehicles that could be cleared on “ direct delivery basis” would be able to berth at Colombo Port in the future even after 31.05.2012.

However, vehicles that are unable to be cleared on direct delivery basis could only be discharged at Magam Ruhunupura Mahinda Rajapaksha Port after 31.05.2012.

**(X) TARIFF ITEM 29.04 APPLICABLE CONDITIONS**

Stream Operations (Handling barges / crafts to and from vessel) & / ship to ship transfers of Bulk/Break Bulk / Liquid Bulk Cargo or Loading or Discharging of Heavy Lift cargo by submersible vessels /Dry Tow within a port or at a Designed Anchorage at SLPA ports other than MRMRP.

(A ton shall mean 01 Metric Ton or 1000 Kg. However in the case of Break Bulk cargo consisting of multiple packages, the volume in cubic Meters or the weight which ever is higher shall be considered)

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

**Section VII****REBATES AND WAIVERS**

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69	Container Handling	41 – 42
70	Navigation	43

**68.00 Conventional Cargo Operations**

The rebate granted for Conventional Vessels handled by **private labour** will be as follows

Daily average output	Rebate on Stevedorage
Below 1,000 MT	No rebate
1,000 MT to 1,999 MT	15%
2,000 MT and above	20%

**69.00 Container Operations**

69.01 The following rebates are allowed on the volumes of Transshipment containers “Volume Rebate will be calculated on Consolidated Rates”

(A)

**Volume Rebate – Under 125,000 Teus(One Way)**

Volume Rebate would be as follows:

Volume	Rebate
00001 - 25000 Teus	No rebate
25001 - 50000 Teus	7%
50001 - 75000 Teus	9%
75001 - 85000 Teus	10%
85001 - 100000 Teus	12%
100001 - 124999 Teus	14%

**Volume Rebate – Up to & Over 125,000 Teus.(One Way)**

00001 - 125000 Teus	15%
<b>125001 &amp; above</b>	<b>20%</b>

Plus 15% rebate for stevedorage of Domestic Empty Containers and 15% of total Navigational Dues for the year.

**Notes:**

- 1 Rebates shall be granted only to the Main Line Operators for the pure volumes generated by the individual lines.
- 2 Main Line Operators are entitled to add the volumes carried by dedicated & common feeder operators to there main line volume for the purpose of claiming rebates.
- 3 No main line is permitted to disclaim and allow another line to claim for the volume carried by it.
- 4 If it is a joint service eligibility and the percentage of the rebate depends on individual volumes.
- 5 Rebate for “ Joint Transshipment Volume will be granted subject to
  - (a) Shipping Line being 100% owned by one and the same owning company.
  - (b) Shipping Line being represented locally by an agency or agencies owned by one and the same company.
- 6 Volume Rebate will be calculated on consolidated rates.
- 7 Request for volume Rebate alongwith details of containers handled should be forwarded to the finance division within the next calender year.

## REBATE AND WAIVERS

(B) **If agreement signed** Volume rebate would be as follows “Volume Rebate will be calculated on Consolidated Rates”

Volume (One Way)			Rebate
00,001	-	10,000 Teus	No rebate
10,001	-	25,000 Teus	6%
25,001	-	50,000 Teus	7%
50,001	-	75,000 Teus	9% ( from 1 <sup>st</sup> container )
75,001	-	85,000 Teus	10% ( from 1 <sup>st</sup> container )
85,001	-	100,000 Teus	12% ( from 1 <sup>st</sup> container )
100,001	-	125,000 Teus	15% ( from 1 <sup>st</sup> container )
125,001	&	Over Teus	20%

**Notes:**

1. Any single line or lines owned by the same owning company will be entitled to the rebates when the transshipment volume handled exceeds 10,000 Teus
2. The lines that handle over 10,000 Teus of transshipment containers per annum will be entitled to 10% discount on domestic empty Container Stevedorage  
When the transshipment container volume handled by a particular entity exceeds 125,000 Teus, 15% rebate on domestic empty container stevedorage and marine charges will be granted.
3. Those who handle over 50,001 Teus of transshipment will be entitled to the respective rebate from the 1<sup>st</sup> Container.
4. The East Coast India & Bangladesh rebate & the handling discount for vessels handling over 1,000 box moves per call will remain unchanged.
5. Volume Rebate will be calculated on consolidated rates.

(C) **East Coast of India and Bangladesh Rebate**

Transshipment rebate of 10% will be granted on containers “To and From” East coast of India & Bangladesh..



69.02 **Handling Discount**

Commencing 01.04.1998 any Main Liner or Feeder Vessel handling over 1,000 box moves per call will be entitled to a discount of 2% of the Basic Stevedorage charges

Entitlement of discount is (a) Feeder - Vessel Operator

(b) Mainline - Vessel Operator/ Individuals of the consortium.

**70.00 Navigation**70.01 **Dockage**

A rebate of 25% is granted for feeder self sustaining at any berth for the duration the vessel is self sustained

70.02 **Shifting of cargo / Container Vessels and recovery of shifting charges**70.02.01 **Shifting of container vessels for port requirements**

No shifting charges shall be levied from vessels / shipping agents

70.02.02 **Shifting of vessels berthed at Guide Pier I & II for docking and undocking**(I) **Vessels berthed for normal cargo handling operations at GP I**

\* No shifting charges shall be levied from Dockyard Ltd., or from ships / agents. SLPA should bear the shifting charges

\* When vessels berthed at GP II are shifted for docking and undocking operations, shifting charges shall be levied from Dockyard Ltd.

(II) **Vessels berthed at GP I on special request by shipping agents / owners / operators or due to special requirement**

\* Shifting charges shall be levied from vessel / agents including shifting charges in respect of vessel at GP II

70.02.03 **Shifting of LPG Vessels**(I) **Shifting of LPG vessels for port security requirements**

Shifting charges shall be levied from the Gas Vessels

(II) **Shifting of LPG vessel to facilitate berthing / sailing of vessels**

Charges for shifting of the gas vessel on such instances shall be levied from the vessel / agents that require the particular berth or the vessel that is scheduled for sailing

70.02.04 Shifting of vessels to meet special requirements of the vessels such as Deep draft, Vessels defects, Disputes, Consignees not ready for delivery of cargo or shifting on request of the agents, for reasons such as awaiting instructions / connections / Loading, to provide priority for other Vessels etc., Shifting charges shall be levied from the Vessel / Agent that require the particular Berth or Shifting / Movement of such vessels.

70.02.05 Professional Pilotage fees shall be waived for vessels movement for port requirement / Convenience.

**Section****COASTAL SHIPPING**

<b>Item No.</b>	<b>Description</b>	<b>Page</b>
72	Container Handling	44

S/N0	Description	Rate per Container (US\$)		
		20'	40'	45'
72.00	<b><u>Coastal Cargo Operations</u></b>			
	Composite charge for Local Export/ Import to/ from Coastal port and out ports. (following services included)	200	306	306
	(I) Receiving and Stacking Empty Container at Colombo (CMB).  (11) Loading Empty Container to feeder vessels from stack or Direct Delivery receiving  (III) Discharge Empty Container direct to Truck at out port.  (IV) Loading Laden Container at out port directly from stack to vessel.  (V) Discharging Laden at Colombo (CMB).			

**JAYA CONTAINER TERMINALS LIMITED****SECTION IX****COLOMBO OIL BANK**

<b>Item No.</b>	<b>Description</b>	<b>Page</b>
<b>73</b>	<b>Occupational charges</b>	<b>45</b>
<b>74</b>	<b>Pumping charges</b>	<b>45</b>
<b>75</b>	<b>Heating charges</b>	<b>45</b>
<b>76</b>	<b>Overtime charges</b>	<b>45</b>
<b>77</b>	<b>Handling of Lubricants</b>	<b>46</b>
<b>78</b>	<b>Penalty for non performance</b>	<b>46</b>
<b>79</b>	<b>General Guide Lines</b>	<b>46</b>

S/No	Description	Per MT per day (US \$) + (VAT+2%NBT)		
		Day 01 -60	Day 61 - 90	Day 91 & Thereafter
73.00	<b>Note</b> : Following Tariff rates are applicable w.e.f 1/1/2013 for services provided by JCT Ltd for Holders of Bunker Licenses.			
	<b><u>Occupational charges</u></b>			
	73.01 Occupational charges	0.15	0.30	0.50
74.00	<b><u>Pumping Charges –IFO/MGO</u></b>	Per MT (US \$) + (VAT+2%NBT)		
	74.01 Pumping from storage at Colombo Oil Bank (COB) to S/Jetty	3.00		
	74.02 Labour charges for handling of Petroleum Products pumping from any storage other than COB	0.75		
75.00	<b><u>Charges for Heating – IFO CST 380</u></b>	Per MT (US \$) + (VAT+2%NBT)		
	This tariff has been decided based on the current price of fuel oil declared by the Ceylon Petroleum Corporation. This tariff will be revised upward / downward with the fluctuations of fuel oil prices.	1.29		
76.00	<b><u>Overtime charges for loading operations- at Request of Holder of Bunker License</u></b>	(US \$) + (12%VAT+2%NBT)		
	76.01 If employees are kept after normal working hours of a normal working day – Per hour or part thereof	10.00		
	76.02 Saturday/ Sunday/ Public Holiday/Mercantile Holiday			
	76.02.01 First 8 hours or part thereof	75.00		
	76.02.02 Thereafter per hour or part thereof	10.00		

S/NO	Description	(US \$) +VAT+2%NBT
77.00	<p><b><u>Handling of Lubricants</u></b> Stored in the common bonded storage space</p> <p>77.01 Handling of the cargo</p> <p>77.02 <b><u>Storage</u></b></p> <p>77.02.01 Storage 1<sup>st</sup> week to 4th week</p> <p>77.02.02 Storage 5<sup>th</sup> week to 8<sup>th</sup> week</p> <p>77.02.03 9<sup>th</sup> week onwards</p> <p>77.03 <b><u>Customs officer's charges</u></b></p> <p>77.03.01 Customs Officer's charges for "To bonding" of Marine Lubricants/ Greases</p> <p>77.03.02 Customs Officer's charges for "Ex bonding" of Marine Lubricants/ Greases</p> <p>77.04 <b><u>Deposit</u></b> Deposit of Rs.300,000.00 to be made prior to commencement of the bonding of cargo in order to debit the account of Operator which should be replenished once the amount reaches Rs.150,000.00</p> <p>77.05 <b><u>Overtime Charges</u></b></p> <p>77.05.01 Normal working days after 1630 hours</p> <p>77.05.02 Saturdays, Sundays, Holidays</p> <p>a. First 8 hours or part thereof</p> <p>b. Thereafter</p>	<p>2.00 PerTon</p> <p>0.70(PerTon per week or part thereof)</p> <p>1.40(PerTon per week or part thereof)</p> <p>2.10(PerTon per week or part thereof)</p> <p>2.00</p> <p>1.00</p> <p>10.00 (per hour or part thereof)</p> <p>75.00</p> <p>10.00 (per hour or part thereof)</p>
78.00	<p><b><u>Penalty for non performance:</u></b></p> <p>78.01 Holder of Bunker License has not utilized the average minimum space allocated within a quarter</p> <p>78.02 Non performance of minimum acceptable loading/discharging rate as indicated in Annexure 4 of the Agreement for the additional time taken for loading / discharging Operation.</p>	<p>5.00 (per MT per month)</p> <p>20.00 (per hour or part thereof)</p>
79.00	<p><b><u>General Guide Lines</u></b></p> <p>a. Requests to provide any services by the JCT Ltd shall be in writing</p> <p>b. In respect of "To Bond", "Ex Bond", "Re Bond" of Bunker fuel oil /Marine Gas Oil/ Marine Lubricants etc.,, all customs formalities should be observed.</p> <p>c. JCT Ltd shall be entitled to collect any amount which may be ascertained to have been undercharged or due in any other way.</p> <p>d. Holders of Bunker Licenses could contact Mr. Nalinda Rajasinghe, Head of Business Development on Tel No. 0714868423 after normal working hours and on Holidays/ during weekends.</p>	

**SECTION X****STEVEDORING CHARGES**

<b>Item No.</b>	<b>Description</b>	<b>Page</b>
<b>80 - 85</b>	<b>Stevedoring Charges</b>	<b>47 - 48</b>
<b>80</b>	<b>Conventional cargo – Dry bulk</b>	<b>47</b>
<b>81</b>	<b>Liquid bulk cargo</b>	<b>47</b>
<b>82</b>	<b>Transshipment bulk cargo</b>	<b>47</b>
<b>83</b>	<b>Transshipment motor vehicles</b>	<b>47</b>
<b>84</b>	<b>Ship to Ship operations</b>	<b>47</b>
<b>85</b>	<b>Transshipment containers &amp; Coastal cargo operations</b>	<b>48</b>
<b>86</b>	<b>Occupation charges on Import vehicles</b>	<b>49</b>
<b>87</b>	<b>Navigational charges for Bunkering Operation</b>	<b>50</b>

S/NO	Description	Applicable to MRMRP Rate per Tonne (US\$)
80.00	<p><b><u>STEVEDORING CHARGES</u></b> - (w.e.f 08/08/2013)</p> <p><b><u>Discharge Conventional Cargo - Dry Bulk – supplied to local market</u></b></p> <p>80.01 Up to 4,000 MT (If vessel gear is utilized)</p> <p>80.02 4,001 to 7,000 MT (If vessel gear is utilized)</p> <p>80.03 Over 7,000 MT (If vessel gear is utilized)</p> <p>Note: These rates shall be increased by US\$ 0.25 per tonne if SLPA gear is utilized. (Harbour Tonnage Dues and Landing and Delivery charges as per SLPA tariff shall be applicable in addition to above)</p>	
81.00	<p><b><u>Liquid bulk cargo imported for the sole use at the free zone through pipe line</u></b></p> <p>81.01 One way utilizing operators pipelines</p> <p>81.02 One way utilizing SLPA pipelines (Harbour Tonnage Dues and Landing and Delivery charges as per SLPA tariff shall be applicable in addition to above if the cargo is for Import/Export)</p>	
82.00	<p><b><u>Transshipment Bulk Cargo</u></b></p> <p>82.01 One way utilizing own gear</p> <p>82.02 One way utilizing SLPA gear</p>	
83.00	<p><b><u>Transshipment of motor vehicles</u></b></p> <p>83.01 Transshipment of motor vehicles</p> <p>83.02 If an agent brings in over 3,000 motor vehicles per month under a single principal.</p> <p>83.03 <b>Storage on Transshipment of Motor Vehicles</b> (w.e.f 23.07.2014)</p> <p>83.03.01 21 Days Free Storage</p> <p>83.03.02 If not shipped within the free storage period, storage rent shall apply from the 22<sup>nd</sup> day on words</p>	
84.00	<p><b><u>Ship to Ship Operations</u></b></p> <p>Off shore within port limits, or alongside ship to ship operations (with prior approval from SLPA), without Involvement of SLPA Labour &amp; equipment.</p>	0.50 (Per Tonne)



S/No	Description	Applicable to MRMRP		
		Rate per Container (US\$)		
		20'	40'	Over 40'
85.00	<b><u>STEVEDORING CHARGES</u></b> - (w.e.f 08/08/2013)			
	<b><u>Transshipment Containers</u></b> (w.e.f 01/01/2015)			
	85.01 If a container is discharged or loaded at MRMRP (one way)	41.00	62.00	75.00
	85.02 If an OOG container is discharged or loaded at MRMRP (one way)	71.00	100.00	110.00
	<b><u>Coastal Cargo Operation at MRMRP Via CMB</u></b>			
	85.03 If a container is discharged at CMB, Loaded at CMB and discharged at MRMRP	90.00	140.00	173.00
	85.04 If an OOG container is discharged at CMB, Loaded at CMB and discharged at MRMRP	173.00	243.00	268.00
	<p><b>(Where a container is discharged at CMB and transferred by sea to MRMRP free zone purely for a Transshipment operation where the entire consignment is utilized for value addition and re-exported 100% No portion of the cargo can be put into the Local Market)</b></p> <p>CMB to MRMRP or vice versa involving the following 3 moves shall be counted;</p> <ol style="list-style-type: none"> <li>Discharging of Container at CMB</li> <li>Loading of Container from ship / Stack to ship at CMB</li> <li>Discharging of Container at MRMRP</li> </ol> <p style="text-align: center;"><b>OR</b></p> <ol style="list-style-type: none"> <li>Load Container at MRMRP</li> <li>Discharge to stack / direct load to ship at CMB</li> <li>Loading to ultimate destination at CMB</li> </ol>			

## IMPORT VEHICLES AT MRMRP

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S/No	Description	Applicable to MRMRP
		Per cbm/per day or part there-of (US\$)
86.00	<b>OCCUPATION CHARGES ON IMPORT VEHICLES - (w.e.f 31/05/2012)</b>	
	86.01 Import Vehicles if cleared within 7 clear days	FREE
	86.02 Basic occupational charges from day 8 to day 14	0.38
	86.03 Basic occupational charges from day 15 to day 21	1.00
	86.04 Basic occupational from day 22 onwards	1.50

## NAVIGATIONAL CHARGES FOR BUNKERING OPERATION

S/No	Description	Applicable to MRMRP
		Rate per day or
		part there-of (US\$)
<b>87.00</b>	<b>NAVIGATIONAL CHARGES FOR BUNKERING OPERATION - (w.e.f 22/06/2014)</b>	
87.01	Vessels arriving exclusively for receipt of Bunker fuels at the <b>designated anchorage</b> No charges shall be applicable for the 1 <sup>st</sup> 24 hours. There after or untill such time that the bunkers are supplied Normal SLPA Tariff rates shall apply	
87.02	All inclusive composite Navigational rate for vessels arriving exclusively for receipt of Bunker fuel at an alongside berth (for a period of 24 hours or untill Bunker supply has been completed)	
	87.02.01 Vessel 1600GT & over	200
	87.02.02 Vessel 500 - 1599 GT	100
	87.02.03 Vessel below 500 GT	30
	Note : i. The only other charge applicable in addition to the above,shall be Tug charges ii. Tug charges shall be levied on a <b>permovement</b> basis instead of an hour or part thereof basis iii. (Bunkers in the above instances shall mean the receipt issue of IFO, Marine Diesel Oil or Gas Oil loaded / discharged on to / from a vessel via pipeline or by a Bunker Barge) iv. Any vessel that avails itself of the above rates shall vacate the Anchorage or its berth within the time allocated or One hour after completion of Bunkering / paper work in relation to receipt of Bunkers. If not, normal tariff rates shall be applicable. (The Harbour Master may grant an extension of time on a written request by a Vessel Agent) v. Vessels arriving for the receipt of bunkers will be permitted crew changes, surveys,repairs,receipt of store/provisions, fresh water etc, which shall be performed strictly within the stipulated time.	

THE END