

Republic of Lebanon
Ministry of Public works
and transport
Port of Tripoli



الجمهورية اللبنانية
وزارة الأشغال العامة والنقل
مصلحة استثمار مرفأ طرابلس

TRIPOLI CONTAINER TERMINAL

2015

TARIFF
TRIPOLI CONTAINER TERMINAL SCHEDULE OF
CHARGES

1. The following defined terms have the meaning given below:

“Authority” means applicable agencies and authorities having jurisdiction over the Port, Customs, Immigration, Emigration and related activities at Tripoli Port.

“Carrier” means any party or parties either owning, nominating or contracting with the Vessel including, but not limited to, its agent(s), owner(s), operator(s) and/or charterer(s).

“Cargo” means all types of Cargo including but not limited to solid, liquid, live animals, vehicles, loose cargo, an empty Container and whatever is conveyed or to be conveyed in a Vessel; and loaded in a Container.

“CBM” means Cubic Meters.

“Container” means any ISO standard Container fitted with I.S.O. corner castings, loaded with cargo or empty, which can be handled using a standard container handling equipment.

“Consignee” means one to whom Cargo is sent as stated on the bill of lading.

“CY” means Container Yard within the boundaries of respective Terminal.

“Handling Charges” means the charges levied for the use of container handling equipment services. **“LCL”** means Less than Container Load.

“Marine Services” shall include, but not limited to, provision of sufficient safe depths of water, vessel traffic management, berthing, un-berthing, pilotage, pilot boat, towage, navigation and communication services.

“Port Authority” shall mean Tripoli Port Investment

Authority; **“Reefer Cargo”** means refrigerated Cargo.

“Stevedoring” means the physical handling of Container(s) between the Vessel, quay and the CY.

“Services” means all the services normally provided by a container terminal operator.

“Terminal” means the Container terminals and Container handling facilities at Tripoli container terminal.

“THC” means Terminal Handling Charges.

“Transshipment” means Container(s) Discharged in the Terminal from a Vessel for the purpose of reshipment to another port. Such Container(s) must not leave the Terminal until the time of reshipment.

“Vessel” or “Vessels” mean(s) any vessel(s) other than a barge that utilizes the services and facilities of the Terminal for the Loading, Discharging, storage, handling or transfer of Cargo.

2. All charges are stated in US Dollars. Unless otherwise specified, charges mentioned are applicable per container of specified size.
3. Charges for the handling of non-containerised Cargo, hire of equipment, cleaning and/or repairing of Containers, provision of equipment interchange reports or any other services which is not mentioned in this Tariff shall be provided on request. The Carrier shall contact the Port Authority directly to avail all the Marine Services.
4. The Terminal operates 24 hours a day, every day throughout the year except for Holidays and subject to local customs and traditions. Normal working hours are from Monday to Friday (excluding Public Holidays) from 08:00 hours to 17:00 hours. Any activity outside of normal working hours will be charged on overtime basis.
5. This tariff is to be applied in addition to the general Port of Tripoli tariff. All rules and regulations on the Port of Tripoli Tariff are applicable and any charges not contained or referred to in this tariff will be governed by the Tripoli Port Investment Authority.

6. Dues on vessels:

6.1 Berthing and mooring dues

Container vessels berthing, mooring inside or outside the docks shall be charged the following dues per linear meter, per day or part thereof/day calculated at 24 hours actual berthing or mooring, and based on following table no. 1. These charges are applicable on berth one only.

(Table no. 1)

Dues on container vessels for berth one								
Type of vessels	Category 1		Category 2		Category 3		Category 4	
	Up to 75 meter		Between 76 & 125 M		Between 126 to 175 M		Exceeding 175 M	
period	\$/meter /day	Min dues	\$/meter /day	Min dues	\$/meter /day	Min dues	\$/meter /day	Min dues
1st – 5th day	1.125	225	1.69	375	2.44	562.5	3	750
6th – 15th day	1.5		2.63		3.375		4.5	
Daily, after 15th days	3		5.25		6.75		9	
Mooring inside the docks	0.75	112,5	1.125	187.5	1.5	262.5	2.25	412.5
Mooring outside the docks within the sheltered area	0.375	56.25	0.75	93.75	0.75	175	0.75	168.75
Cleaning fee in case of vessels repairs	2.25	--	2.25	--	2.25	--	2.25	--

7. Terminal Charges

7.1 Tariffs for containers handling.

Container handling tariffs applied to shipping agent or receiver are determined as per following table.

(Table no. 2)

Containers handling			
	Description	Shipping agent or receiver US\$/Container	
		20'	40'
*C1	Discharging or loading full container from or to vessel.	30	45
*C2	Transport of full or empty container from quay to container yard or vice versa.	5	10
*C3	Lift off or lift on (including stacking and stowing) of full container.	20	24
C4	Lift off or lift on (including stacking and stowing) of empty container.	10	12
C5	Discharging or loading empty container from or to vessel.	15	20
*C6	Transport of full or empty container from on board of vessel to container yard and vice versa. (Ro/Ro).	15	20
*C7	Surcharge` for Containers handling operation on quay: full containers (Use of extra equipment for loading or discharging).	10	15
C8	Surcharge for Containers handling operation on quay: empty containers (use of extra equipment for loading or discharging).	5	7
C9	Lift on and lift off of container from or to outside the port (receiver).	40	50
C10	Transporting a container to the weigh bridge and returning it to the container yard.	50	60
C11	Transporting a container to the warehouse and returning it to the container yard.	60	80
C12	First customs survey including cost of seal.	25	30
C12+	2nd customs survey	15	20
C13	Opening or closing vessel's hatch covers from vessel to quay or vice-versa.	60	60
C14	Opening or closing vessel's hatch covers on board.	60	60
C15	Restow of full container from cell to cell.	30	45
C16	Restow of empty container from cell to cell.	15	20
C17	Restow of full container from cell to quay or vice-versa. (per move)	30	45

C18	Restow of empty container from cell to quay or vice-versa. (per Move)	15	20
C19	Surcharge for IMO container.	20	30
C20	Surcharge for handling leaking container.	50	50
C21	Surcharge for Discharging or loading full container from or to vessel by using special equipment (for each operation).	60	60
C22	Selecting empty container for export (per move).	25	30
C23	Uncovering & covering the tarpaulin of open top container.	30	50
C24	Closing or opening the sides of flat container.	15	15
C25	Removing old labels from container (for each container).	10	10
C26	Placing new labels on container (for each label).	10	10
C27	Cleaning container (sweeping)	15	30
C28	Transport fee of empty containers from/or to container yard outside the port.	65	100
C29	Pre-trip inspection of empty refrigerated container for its filling for export with handling and electrical power supply maximum period of 2 hours	50	65
*FCP	Discharging or loading full container from or to vessel by vessel's own gears in container terminal.	30	45
FCV	Discharging or loading empty container from or to vessel by vessel's own gears at the container terminal.	15	20

7.2 Conditions:

The following remarks should be taken into consideration in application of Tariff for containers handling (Table no. 2):

- a) A rebate of 25% on codes marked with * in the table in case of exported or re-exported containers by sea.
- b) Operation C22 is a must whenever the receiver selects an empty container determined by number or specifications. Operation C22 dispenses of operation C4.
- c) The operation of C28 will be done when needed by decision of Tripoli Port authority, and will be applied on the empty containers exceeding the agreed number of empty containers.
- d) Tariff for transshipment will be provided on request.

8. Hazardous/IMCO Class Cargo

- 8.1. The cost of repairs to the Terminal premises, property or equipment or other containers and its cargo resulting from spilled Cargo and subsequent clean-up operations will be on the Carrier's account. In the event of an emergency requiring standby of fire/security/medical personnel, additional charges will apply.
- 8.2. Containers with undeclared, poorly stowed or incorrectly packaged dangerous goods will receive fines at the discretion of the Authority and/or the Terminal Operator.
- 8.3. Containers with non-labeling, wrong labeling, incomplete labeling and any IMDG violation will receive fines at the discretion of the Authority of \$600 per Container or such other charges as determined by the Authority.
- 8.4. There will be no free storage period for IMCO containers.

9. Port tariffs on containerized cargoes

9.1 Dues on cargoes:

Tripoli Port Investment Authority will collect on imported containerized cargoes the dues of:

(Table no. 3)

Port dues on containerized cargoes				
Type of cargo			Port dues including storage for the period of 15 free days together with the delivering and receiving operation to and from outside the port (C9)	
			US\$ / container	
			20'	40'
Local Consumption	CN	Local consumption	170	300
Local consumption or temporary admission	CN1*	Goods of industrial warehouse Consignments of goods for industry (which benefit from customs codes 323, 322, 321)	95	140
		Consignments of goods for agriculture (which benefit from customs code 313, 312, 311) Sugar, rice, flour		
	CN2	Alcohol, fireworks, arms and ammunitions, cigarettes and tobacco	370	775
	CN3	Transit goods, free zone, export, re export and re import.	25	40

* To benefit from the reduced fee the necessary supporting documents should be submitted.

9.2 Conditions:

- a) The higher tariff of the above table will apply to the container which includes more than one brand, while samples and advertising printed materials are excluded.
- b) Cargo for LCL container stripped in Warehouse will be governed under the general cargo tariff applied by Tripoli Port Authority.
- c) Transshipment containers arriving by sea, stored in the port for a period of maximum 15 days, will be charged with a fee of US \$10 per 20' container and US\$ 15 per 40' container. In case the storage period exceeds 15 days, these containers will be subject to the transit tariffs mentioned in the reference (CN3- table no. 2) as from the 1st day of storage.

10. Container Storage

Charges 10.1 Charges

Tripoli Port Investment Authority will apply the following extra storage charges for full containers according to below:

(Table no. 4)

Storage charges after the 15 days storage allowance		
	Charges in US \$	
Import - Full Container	20'	40'
First 15 days	Free	Free
Next 10 days (per day)	5	10
Next 10 days (per day)	10	20
Thereafter (per day)	15	30
Transit, Export, re-export and re-import		
First 15 days	Free	Free
Thereafter (per day)	5	10
Empty Container		
First 15 days	Free	Free
Thereafter (per day)	2	4

10.2 Conditions:

- a) A storage fee is collected on the basis of local consumption for containers transported from the container terminal or to the public or logistic free zone, excluding containers discharged in the free zone special warehouses.
- b) Import and Transshipment Container free period will commence from the day after the date of Discharge from the Vessel.
- c) Export Cargo free period will commence from the day after the date of receipt at the Terminal gate.
- d) Container moved in Bond, the free period shall be calculated from the day after the date of commencement of Discharge.
- e) Empty containers will be stored for an agreed number of days after which they will be transported out of the port area for storage. As per the tariff (C28, Table 2).

11. Reefer Power/Monitoring

11.1 Charges:

Tripoli Port Authority will charge the following for reefer containers that require electricity supply:
(Table no. 5)

Description	20'	40'
Electrical power for reefer container per day, or part thereof)	30	40

11.2 Conditions:

- The charges shall be applicable per day commencing the day after Discharge (Fridays and Holidays included) including monitoring Fuel/Power every 8 hours.
- These charges are in addition to the appropriate Container handling charge and storage.
- Extra surcharge of \$20 per day (or part thereof) is applicable to the above fee, per each refrigerated container of whatever size for additional optional monitoring.

12. Overtime Charges

12.1 Charges:

An overtime charge of 50% above the normal charge is applied when working on Sundays and Holidays. The shipping agency is charged overtime as from the end of normal working hours until the completion of operations while the receiver will be charged overtime based on the actual work done out of working hours.

13. Other Charges

13.1 Charges:

Tripoli Port Investment Authority will collect the following charges for seals placed on containers kept in the terminal.

(Table no. 6)

Description	20'	40'
Placing of new seal on container (Appropriate Shifting Charges also applicable as extra)	5	5

(Table no. 7)

Description	USD
Lashing/Unlashing, Deck/Underdeck Containers using non-patent lashing gear per lashing	15
Knockdown flat racks - any size	20
Flat rack Bundling (per container) for Knockdown containers	15
Digital Photograph (per photo)	5
Weighing Charges	10
Checking and informing the seal details	5
Guard and Monitoring the container on request	200
Other requirements, services or facilities to be discussed and agreed on a case-by-case basis.	

- Whenever additional shifting is required in any of the above operations, appropriate shifting charges will be applied in addition to the above charges.

14. Administration Charges (per Container)
(Table no. 8)

Description	USD
Change of designation (import/export to transshipment or vice-versa - full or empty) change of stowage instructions, misdeclaration in port of discharge	30
Reprinting of any document/Rebilling of Invoices	10
Non-conformance of any procedure, per occurrence	200
Computer data amendment at Carrier's request	15

15. Misdeclaration of Cargo Weights

The Terminal Operator will not permit its equipment to be used in any way to lift, move or transport a Cargo unit weighing in excess of the safe working load. Should the Terminal Operator's equipment be used in handling an overweight Cargo unit, the Carrier causing such unauthorised use, shall be held liable for all losses, claims, demands and suits for damages including death and personal injury, legal and court expenses, directly or indirectly resulting from such use. Misdeclared Cargo units tendered to the Port Authority/Terminal Operator will be rejected and a fine of US\$ 250 per unit or any other charges (Shifting, Weighing, Special Gear etc.) shall be applicable as may be determined by the Authority from time to time.

16. Undelivered Containers - Auction

- 16.1** If a container remains in the Terminal unclaimed for a period of more than (90) days and perishable Cargo remains in the Terminal unclaimed for a period of more than (60) days, the Port Authority reserves the right, without any notice, to remove the Cargo to a storage area and to notify customs officially dispose of the Cargo by public auction. However, this will not release the obligation of the Carrier to pay the outstanding payment to the Port Authority and Terminal Operator. The Carrier shall indemnify the Port Authority and the Terminal Operator from all losses, damages and claims which may arise subsequent to or as a result of such Disposal.
- 16.2** Containers containing Cargo destined for Disposal shall only be released after all relevant charges have been received by the Terminal Operator. These charges will be on the respective Carriers' account.

17. Standard Terms and Conditions of the Terminal Operator

Use of the Terminal facilities and services managed and operated by the Terminal Operator shall constitute a consent to the Standard Terms and Conditions of the Terminal Operator as long as it does not contradict the rules and regulations stipulated by Tripoli port investment authority.

18. General conditions

- 18.1** This tariff shall supersede all previous versions which should be considered null and void.