

**GHANA PORTS AND HARBOURS AUTHORITY**



**PORT TARIFFS  
SEAPORTS OF GHANA**

**2018**

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## FOREWORD

In exercise of the powers conferred on the Board of Directors of the Ghana Ports and Harbours Authority by the Ghana Ports and Harbours Authority Law 1986 (P.N.D.C.L. 160), the following revised Port Tariff is hereby Published and shall take effect from January 1, 2018.

Where in this Tariff no charge has been prescribed for a particular service, the Ghana Ports and Harbours Authority shall in each particular case determine an appropriate rate to be applied for such services.

In this Port Tariff, unless the context otherwise requires:

“AUTHORITY” - means the Ghana Ports and Harbours Authority established under Section 2 (1) of the Ghana Ports and Harbours Authority Law 1986 (P.N.D.C.L. 160)

“WHARF” or “BERTH” - is the place where a ship lies other than Anchorage and includes a Quay, Pier, Jetty or other landing place.

“PORT DUES” - is the toll or charge assessed against a vessel, cargo and passengers:

- a) for the use by vessels of the access channel, turning basin, berth or wharf and other basic port related maritime infrastructure of the Authority;
- b) for passing over or through any berth or wharf of the Authority;
- c) for passing to or from a vessel while such vessel is:
  - made fast to a wharf belonging to the Authority
  - moored in any mooring basin, channel, or canal belonging to the Authority
  - made fast to another vessel, made fast to a berth or moored in any moorings, channels or similar facilities.

## INFORMATION AND ENQUIRIES

Enquiries relating to the application and interpretation of this tariff and all matters relating to the services, management, operations and facilities of the Seaports of Ghana should be addressed to any of the following offices of the Ghana Ports and Harbours Authority:

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## LIST OF ABBREVIATIONS AND ACRONYMS

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ASD	–	Azimuth Stern Drive
BIBO	–	Bulk-in Bag-out
CBM	–	Cubic Metres
CONT	–	Container
DG	–	Dangerous Goods
DG I	–	Dangerous Goods Group One
DG II	–	Dangerous Goods Group Two
ECOWAS	–	Economic Community of West African States
FCL	–	Full Container Load
FSU	–	Floating Storage Unit
GHC	–	Ghana Cedis
GJT	–	Golden Jubilee Terminal
GMT	–	Greenwich Mean Time
GPHA	–	Ghana Ports and Harbours Authority
GT	–	Gross Tons
HDE	–	Heavy Duty Equipment
ICD	–	Inland Clearance Depot
IMDG	–	International Maritime Dangerous Goods Code
IMO	–	International Maritime Organisation
KW	–	Kilowatts
LB	–	Liquid Bulk Cargo
LCL	–	Less than Container Load
LNG	–	Liquefied Natural Gas
LOA	–	Length Overall
LPG	–	Liquefied Petroleum Gas
MARPOL	–	International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978.
MGO	–	Marine Gas Oil
NOS	–	Not Otherwise Specified
OOG	–	Out of Gauge
OT	–	Overtime
PAX	–	Passenger
Q&Q	–	Quality and Quantity
Ro-Ro	–	Roll-on Roll-off
SPM	–	Single Point Mooring
SWH	–	State Warehouse
SWL	–	Safe Working Load
TDBT	–	Takoradi Dry Bulk Terminal
TEU	–	Twenty Foot Equivalent Unit
US\$	–	United States Dollars

	<b>FIRST SCHEDULE: PORT DUES</b>
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<b>CODE</b>	<b>FIRST SCHEDULE: PORT DUES</b>	<b>PER GT</b>	<b>REMARKS</b>
<b>1A1000</b>	<b>A. PORT DUES ON VESSELS</b>	<b>US\$</b>	
1A1001	All Deep Sea and Foreign Vessels	0.15	Applicable exclusively to vessels that did not load/discharge Cargo or Passengers during their call.
1A1002	Vessels Operating in Ghanaian Coastal Waters	0.10	
	<b>B. PORT DUES ON CARGO</b>		
	<b>i. IMPORT</b>	<b>PER TONNE</b>	
<b>1B1000</b>	<b>1. DRY BULK</b>	<b>US\$</b>	
1B1001	Bulk Grains	2.08	
1B1002	Bulk Clinker	2.08	
1B1003	Bulk Gypsum	3.12	
1B1004	Bulk Limestone	2.08	
1B1005	Bulk Cement	3.64	
1B1006	Bulk Fertilizers [Chemical and Organic]	2.08	
1B1007	Coal, Coke, Bunker Coal, Patent Fuel	2.08	
1B1008	Dry Bulk Imports NOS	3.12	
<b>Note:</b> Port Dues on Transhipment and Transit Dry Bulk Cargo shall attract 60% of the rates specified.			

<b>1B2000</b>	<b>2. LIQUID BULK</b>	<b>PER TONNE US\$</b>	
1B2001	Crude Oil	2.60	
1B2002	Refined Petroleum Products	2.60	
1B2003	Vegetable Oil	3.12	
1B2004	Alcohol, Ethanol, Molasses, etc.	4.16	
1B2005	Liquid Bulk Imports NOS	4.16	

**Note:** Port Dues on Transhipment and Transit Inbound Bulk Cargoes shall attract 60% of the rates specified.

<b>1B3000</b>	<b>3. CONTAINERS</b>	<b>20' CONT US\$</b>	<b>40' CONT US\$</b>	<b>45'CONT US\$</b>	<b>REMARKS</b>
1B3001	Stuffed Container	46.80	86.84	100.36	
1B3002	Empty Container	23.92	43.68	51.48	
1B3003	Empty Bolster	3.12	5.20	5.72	

**Note:** Port Dues on Transhipment and Transit Inbound Containers shall attract 50% of the rates specified.

## FIRST SCHEDULE: PORT DUES

	<b>B. PORT DUES ON CARGO</b>	<b>PER TONNE</b>	<b>REMARKS</b>
	<b>IMPORT</b>	<b>US\$</b>	
<b>1B4000</b>	<b>4. CONVENTIONAL CARGO</b>		
1B4001	Bagged Cargo	4.16	Sugar, Rice, Fertilizer, Chemicals, etc.
1B4002	Iron and Steel Products	4.16	Re-bars, Coils, Billets, Columns, etc.
1B4003	Passenger Baggage	4.16	
1B4004	Conventional Imports NOS	4.16	

	<b>5. UNPACKED VEHICLES AND TRAILER UNITS</b>	<b>PER UNIT</b>	<b>REMARKS</b>
		<b>US\$</b>	
<b>1B5000</b>			
1B5001	Cars	27.56	
1B5002	Mini Vehicles	61.36	
1B5003	Utility Vehicles	85.28	
1B5004	Trailer Units	85.28	

**Notes:** Port Dues on Cargo for Transshipment and Transit Inbound of unpacked Vehicles shall be assessed at 60 per cent of the rates specified here. See Condition Q (52) at Page 71 for definition of Unpacked Vehicles.

	<b>6. FROZEN FISH/MEAT:</b>	<b>PER TONNE</b>	<b>REMARKS</b>
	<b>a. LOCAL CATCH:</b>	<b>US\$</b>	
1B6001	Bulk Frozen Tuna Fish	3.12	
1B6002	Frozen Carton Fish	3.64	
	<b>b. FOREIGN CATCH</b>		
1B6003	Bulk Frozen Tuna Fish	4.16	
1B6004	Frozen Carton Fish/Meat	4.16	

**NOTES:** Port Dues on Cargo for Transshipment and Transit Inbound of Frozen Fish/Meat shall be assessed at 60 per cent of the rates specified

	<b>ii. EXPORT</b>	<b>PER TONNE</b>	<b>REMARKS</b>
<b>1B7000</b>	<b>7. DRY BULK</b>	<b>US\$</b>	
1B7001	Bulk Bauxite	1.04	
1B7002	Bulk Manganese	1.04	
1B7003	Bulk Cocoa Beans	4.00	
1B7004	Dry Agricultural Products in Bulk or Semi-bulk	2.00	
1B7005	Bulk Sheanuts	2.00	
1B7006	Dry Bulk Exports NOS	2.00	

**Note:** Port Dues on Cargo for Transit Outbound Dry Bulk Cargo shall attract 60% of the rates specified.

## FIRST SCHEDULE: PORT DUES

<b>B. PORT DUES ON CARGO</b>			
<b>ii. EXPORTS</b>		<b>PER TONNE</b>	
<b>1B8000</b>	<b>8. LIQUID BULK</b>	<b>US\$</b>	
1B8001	Crude Oil/Petroleum Products	2.50	
1B8002	Vegetable Oil	2.50	
1B8003	Liquid Bulk Exports Nos	2.50	

**Note:** Port Dues on Transit Outbound Liquid Bulk Cargo shall attract 60% of the rates specified here.

<b>1B9000</b>	<b>9. CONTAINERS</b>	<b>20' CONT US\$</b>	<b>40' CONT US\$</b>	<b>45'CONT US\$</b>	
1B9001	Stuffed Container	45.00	83.50	96.50	
1B9002	Empty Container	23.00	42.00	49.50	
1B9003	Empty Bolster	3.00	5.00	5.50	

**Note:** Port Dues on Transit Outbound Containers shall attract 50% of the rates specified here.

<b>1B10000</b>	<b>10. CONVENTIONAL CARGO</b>	<b>PER TONNE US\$</b>	
1B10001	Cocoa Beans	4.00	
1B10002	Cocoa Products	3.00	
1B10003	Fresh Fruits, Vegetables and Tubers	2.50	
1B10004	Timber and Timber Products	2.50	
1B10005	Passenger Baggage	4.16	
1B10006	Conventional Cargo Exports NOS	4.00	

<b>1B11000</b>	<b>11. UNPACKED VEHICLES AND TRAILER UNITS</b>	<b>PER UNIT US\$</b>	
1B11001	Car	27.56	
1B11002	Mini Vehicle	61.36	
1B11003	Utility Vehicle	85.28	
1B11004	Trailer Unit	85.28	

**Note:** Port Dues on Transit Outbound Unpacked Vehicles and Trailers shall attract 60% of the rates specified above.

<b>1B12000</b>	<b>12. FROZEN FISH/MEAT:</b>	<b>PER TONNE</b>	
	<b>a. LOCAL CATCH:</b>	<b>US\$</b>	
1B12001	Bulk Frozen Tuna Fish	3.00	
1B12002	Frozen Carton Fish	3.50	
	<b>b. FOREIGN CATCH</b>		
1B12003	Bulk Frozen Tuna Fish	4.00	
1B12004	Frozen Carton Fish/Meat	4.00	

**Note:** Port Dues on Transit Outbound Conventional/Frozen Cargo shall attract 60% of the rates specified above.

<b>FIRST SCHEDULE: PORT DUES</b>			
<b>1C1000</b>	<b>C. PASSENGER DUES</b>	<b>PER PAX</b>	
		<b>US\$</b>	
1C1001	Arriving/Departing Passenger	13.52	
<b>1D1000</b>	<b>D. DUES ON LIVE ANIMALS</b>	<b>PER UNIT</b>	
		<b>US\$</b>	
1D1001	Live Poultry/Birds	1.04	
1D1002	Livestock	2.60	
<b>Note:</b> Pets are excluded from Port Dues on Animals			
<b>1E0000</b>	<b>E. PIPELINE DUES</b>	<b>PER TONNE</b>	
		<b>US\$</b>	
1E1001	Tank Farms Pipelines	0.25	
1E1002	Oil Terminal Pipeline	0.25	

<b>1F0000</b>	<b>F. LIGHT DUES</b>	<b>PER GT</b>	<b>PER GT</b>	
		<b>US\$</b>	<b>PER MONTH</b>	
			<b>US\$</b>	
1F1001	All Deep-sea Vessels	0.084	--	
1F1002	Ghanaian Registered Vessels Operating in Ghanaian Coastal Waters	--	0.50	
1F1003	Foreign Registered Vessels Operating in Ghanaian Coastal Waters	--	0.50	
<b>Note:</b> See Condition A (4) at Page 58 for conditions regarding payment of Light Dues				

<b>1G1000</b>	<b>G. GENERAL PORT CLEANING DUES</b>	<b>PER TONNE</b>	
		<b>US\$</b>	
1G1001	All Dry Bulk and “Dirty Cargoes”	0.06	
<b>1H1000</b>	<b>H. OILTERMINAL LOADING ARM DUES</b>		
1H1001	Per Tonne of Cargo Handled	0.06	

<b>SECOND SCHEDULE: VESSEL HANDLING CHARGES</b>			
<b>CODE</b>	<b>A. VESSEL HANDLING:</b>	<b>FIRST 24 HOURS OR PART THEREOF</b>	<b>EVERY SUBSEQUENT 12 HOURS OR PART THEREOF</b>
<b>2A1000</b>	<b>1. BERTH OCCUPANCY CHARGE</b>	<b>US\$</b>	<b>US\$</b>
	<b>i. ALL VESSELS</b>		
2A1001	LOA is Up to 100 Metres	201.18	100.59
2A1002	LOA is Above 100 Metres But Not More than 125 Metres	301.23	150.88
2A1003	LOA is Above 125 Metres But Not More than 150 Metres	401.81	201.18
2A1004	LOA is Above 150 Metres But Not More than 200 Metres	802.55	401.81
2A1005	LOA is Above 200 Metres But Not More than 250 Metres	1,136.79	568.92
2A1006	LOA is Above 400 Metres	1,604.55	802.55
	<b>ii. BACO LINER BARGES</b>		
2A1007	Baco Liner Barges (Per Barge)	27.58	14.06

**Notes:**

1. Vessels which call to work cargo and spend 6 hours or less shall enjoy a 50 percent rebate on Berth Occupancy Charge.
2. A Vessel which calls at the Port for the sole purpose of loading fresh water, bunkers, stores, pick or disembark crew and spends six hours or less shall be granted a 50 per cent rebate on the Berth Occupancy Charge.
3. The following items/events are exempted from payment of Berth Occupancy Charge:
  - a. Time spent by a vessel in port on Christmas Day and Good Friday.
  - b. A Ship which fails to sail due to causes for which the Vessel is not responsible, and which the Harbour Master has certified that the delay in sailing was in the interest of the Port.
  - c. Ships berthing at the VALCO Berth at Tema.

<b>2A2000</b>	<b>2. PILOTAGE CHARGES</b>	<b>PER MOVEMENT</b>	<b>REMARKS</b>
	<b>i. ALL VESSELS EXCEPT TANKERS AND BULK CARRIERS ABOVE 20,000 GT.</b>	<b>US\$</b>	
2A2001	Vessel up to 1,000 GT	67.06	Pilotage at offshore locations, e.g. Oil and Gas Production Platforms, Single Point Mooring facilities, etc. shall attract double the rates specified here.
2A2002	Vessel above 1,000 GT and up to 2,000 GT	107.62	
2A2003	Vessel above 2,000 GT and up to 5,000 GT	201.18	
2A2004	Vessel above 5,000 GT and up to 10,000 GT	375.32	
2A2005	Vessel above 10,000 GT and up to 15,000 GT	602.45	
2A2006	Vessel above 15,000 GT and up to 20,000 GT	735.49	
2A2007	Vessel above 20,000 GT and up to 30,000 GT	869.61	
2A2008	Vessel above 30,000 GT and up to 40,000 GT	1,003.18	
2A2009	Vessel above 40,000 GT	1,203.28	
	<b>ii. TANKERS &amp; BULK CARRIERS ABOVE 20,000 GT</b>	<b>US\$</b>	
2A2010	Vessel above 20,000 GT and up to 30,000 GT	1,604.55	
2A2011	Vessel above 30,000 GT and up to 40,000 GT	2,005.83	
2A2012	Vessel above 40,000 GT	2,406.56	

<b>SECOND SCHEDULE: VESSEL HANDLING CHARGES</b>			
<b>2A3000</b>	<b>3. TOWAGE CHARGES</b>	<b>PER TUG MOVEMENT US\$</b>	<b>REMARKS</b>
	<b>i. ALL VESSELS EXCEPT TANKERS AND BULK CARRIERS ABOVE 20,000 GT.</b>		
2A3001	Vessel up to 1,000 GT	100.59	
2A3002	Vessel above 1,000 GT and up to 2,000 GT	141.15	
2A3003	Vessel above 2,000 GT and up to 5,000 GT	267.70	
2A3004	Vessel above 5,000 GT and up to 10,000 GT	468.33	
2A3005	Vessel above 10,000 GT and up to 15,000 GT	641.39	
2A3006	Vessel above 15,000 GT and up to 20,000 GT	802.55	
2A3007	Vessel above 20,000 GT and up to 30,000 GT	936.12	
2A3008	Vessel above 30,000 GT and up to 40,000 GT	1,070.24	
2A3009	Vessel above 40,000 GT	1,278.45	
	<b>ii. TANKERS AND BULK CARRIERS ABOVE 20,000 GT.</b>		
2A3010	Vessel above 20,000 GT and up to 30,000 GT	2,673.72	
2A3011	Vessel above 30,000 GT and up to 40,000 GT	3,342.68	
2A3012	Vessel above 40,000 GT	4,679.00	

**Notes:**

- i. Towage is compulsory for all vessels calling at the Port. The use of two Tug Boats is compulsory for all vessels above 1,000 GT.
- ii. In the event that more than two Tug Boats are deployed to handle a vessel above 1,000 GT, additional charge per the Tug Movement rate specified shall apply for each additional Tug Boat.
- iii. Towage of vessels at offshore locations, e.g. Oil and Gas Production Platforms, Single Point Mooring facilities, etc. shall attract double the rates specified here.

<b>2A4000</b>	<b>4. MOORING/UNMOORING CHARGES</b>	<b>PER MOVEMENT US\$</b>	<b>REMARKS</b>
	<b>i. ALL VESSELS EXCEPT TANKERS AND BULK CARRIERS ABOVE 20,000 GT.</b>		
2A4001	Vessel up to 1,000 GT	40.56	Mooring and Unmooring of vessel/craft at Offshore Locations e.g. SPM, CBM, Oil Production Sites, etc. shall attract double the rates specified here.
2A4002	Vessel above 1,000 GT and up to 2,000 GT	67.06	
2A4003	Vessel above 2,000 GT and up to 5,000 GT	100.59	
2A4004	Vessel above 5,000 GT and up to 10,000 GT	134.12	
2A4005	Vessel above 10,000 GT and up to 15,000 GT	167.65	
2A4006	Vessel above 15,000 GT and up to 20,000 GT	201.18	
2A4007	Vessel above 20,000 GT and up to 30,000 GT	241.20	
2A4008	Vessel above 30,000 GT and up to 40,000 GT	334.76	
2A4009	Vessel above 40,000 GT	468.33	
	<b>ii. TANKERS AND BULK CARRIERS ABOVE 20,000 GT</b>		
2A4010	Vessel above 20,000 GT and up to 30,000 GT	687.90	
2A4011	Vessel above 30,000 GT and up to 40,000 GT	1,044.83	
2A4012	Vessel above 40,000 GT	1,820.33	

<b>SECOND SCHEDULE: VESSEL HANDLING CHARGES</b>			
<b>2A5000</b>	<b>5. VESSEL SHIFTING CHARGES</b>	<b>PER MOVEMENT US\$</b>	<b>REMARKS</b>
	<b>i. ALL VESSELS EXCEPT TANKERS AND BULK CARRIERS ABOVE 20,000 GT.</b>		
2A5001	Vessel up to 1,000 GT	294.20	
2A5002	Vessel above 1,000 GT and up to 2,000 GT	385.05	
2A5003	Vessel above 2,000 GT and up to 5,000 GT	717.10	
2A5004	Vessel above 5,000 GT and up to 10,000 GT	1,310.36	
2A5005	Vessel above 10,000 GT and up to 15,000 GT	1,818.17	
2A5006	Vessel above 15,000 GT and up to 20,000 GT	2,266.49	
2A5007	Vessel above 20,000 GT and up to 30,000 GT	2,673.72	
2A5008	Vessel above 30,000 GT and up to 40,000 GT	3,135.56	
2A5009	Vessel above 40,000 GT	3,642.83	
	<b>ii. TANKERS AND BULK CARRIERS ABOVE 20,000 GT.</b>		
2A5010	Vessel above 20,000 GT and up to 30,000 GT	4,766.07	
2A5011	Vessel above 30,000 GT and up to 40,000 GT	7,037.97	
2A5012	Vessel above 40,000 GT	10,354.70	

<b>2A6000</b>	<b>6. ANCHORAGE CHARGES</b>	<b>PER GT PER DAY US\$</b>	<b>MINIMUM CHARGE US\$</b>	<b>REMARKS</b>
2A6001	All Ships	0.015	300.56	Per day or part thereof.
2A6002	Oil Rigs, Production Platforms and Craft of Unusual Characteristics	0.23	2,730.00	

**Note:** A 50 percent rebate on the Anchorage Charge shall be granted to vessels/craft which spend no more than 24 hours at the Anchorage. See item B17 and B18 in the General Terms and Conditions at Page 60 for conditions for payment of Anchorage Charges.

<b>2B0000</b>	<b>B. DETENTION OF PILOT AND CANCELLATION OF MOVEMENT</b>	<b>PER EVENT US\$</b>	<b>REMARKS</b>
<b>2B1000</b>	<b>1. Detention of Pilot:</b>		Per Pilot
2B1001	First 30 minutes	297.44	Or part thereof
2B1002	Every subsequent 30 minutes	356.93	Or part thereof
<b>2B2000</b>	<b>2. Cancellation of movement</b>		
2B2001	Movement Cancelled Within 30 Minutes	1,249.25	Of Scheduled Sailing Time.
2B2002	Movement Cancelled Within 1 Hour	624.62	Of Scheduled Sailing Time.

**Note:** Detention of Pilot and cancellation of movements at offshore locations, e.g. Oil/Gas Production sites, Single Point Mooring Facilities, etc. shall attract double the rates specified here.

<b>2C0000</b>	<b>C. MOVEMENT OF VESSELS TO/FROM TEMA DRY DOCK</b>	<b>PER MOVEMENT US\$</b>	<b>PER GT US\$</b>	<b>REMARKS</b>
2C1001	Minimum Charge (All Vessels)	624.62	--	Additional to the relevant charges specified above.
2C1002	Per Movement (All Vessels)	--	0.07	



<b>SECOND SCHEDULE: VESSEL HANDELING CHARGES</b>			
<b>CODE</b>	<b>D. SUPPLY OF FRESH WATER AND UNDER WATER SERVICES</b>		
<b>2D1000</b>	<b>1. SUPPLY OF FRESH WATER TO SHIPS</b>	<b>PER TONNE US\$</b>	<b>REMARKS</b>
2D1001	Supply From Quayside Hydrant	16.50	For payment of Ghana Cedi See Condition item N in the General Terms and Conditions at page 65.
2D1002	Supply by Barge	19.45	
2D1003	Supply by Tanker	30.32	

<b>2D2000</b>	<b>2. UNDER-WATER SERVICES</b>	<b>PER MAN PER HOUR US\$</b>	<b>PER HOUR OR PART THEREOF US\$</b>	<b>REMARKS</b>
2D2001	Diver	69.76	--	Within Port
2D2002	Diver	104.37	--	Outside Port
2D2003	Diving Pontoon	--	1,400.67	Within port
2D2004	Diving Pontoon	--	2,101.01	Outside Port
2D2005	Under Water Camera	--	1,703.52	Within port
2D2006	Under Water Camera	--	2,384.93	Outside Port

**Note:** The charge for the Under Water Camera includes the rate for the Diver

## THIRD SCHEDULE: STEVEDORING CHARGES

CODE	PART I:	LIFTS UP TO 5 TONNES	HEAVY LIFTS		REMARKS
300000	CARGO HANDLING		6 TO 10 TONNES	ABOVE 10 TONNES	
3A0000	A. CONVENTIONAL CARGO	PER TONNE	PER TONNE	PER TONNE	
<b>3A1000</b>	<b>1. IMPORT</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
3A1001	General Goods	10.82	18.93	32.45	
3A1002	Unitised Cargo	10.40	18.20	31.20	
3A1003	Dangerous Cargo I	16.76	28.66	48.67	
3A1004	Dangerous Cargo II	14.60	24.88	41.64	
<b>3A2000</b>	<b>2. EXPORT</b>				Including Re-Export
3A2001	General Goods	7.57	12.98	21.63	
3A2002	Unitised Cargo	7.57	12.98	21.63	
3A2003	Dangerous Cargo I	16.12	27.56	46.80	
3A2004	Dangerous Cargo II	14.04	23.92	40.04	
<b>3A3000</b>	<b>3. SHIFT VIA QUAY</b>				
3A3001	General Goods	21.63	37.86	64.36	Including cargoes shifted from one hold to another hold without passing over the quay.
3A3002	Unitised Cargo	20.80	36.40	61.88	
3A3003	Dangerous Cargo I	32.45	56.24	96.26	
3A3004	Dangerous Cargo II	28.12	49.21	83.28	
<b>3A4000</b>	<b>4. SHIFT WITHIN HOLD</b>				
3A4001	General Goods	16.76	28.66	48.67	
3A4002	Unitised Cargo	16.12	27.56	46.80	
3A4003	Dangerous Cargo I	24.88	42.18	72.47	
3A4004	Dangerous Cargo II	21.09	36.77	62.73	
<b>3A5000</b>	<b>5. TRANSHIPMENT INBOUND</b>				
3A5001	General Goods	7.03	12.44	20.55	
3A5002	Unitised Cargo	6.76	11.96	19.76	
3A5003	Dangerous Cargo I	10.28	17.85	29.74	
3A5004	Dangerous Cargo II	8.65	15.68	25.96	
<b>3A6000</b>	<b>6. TRANSHIPMENT OUTBOUND</b>				
3A6001	General Goods	7.03	12.44	20.55	
3A6002	Unitised Cargo	6.76	11.96	19.76	
3A6003	Dangerous Cargo I	10.28	17.85	29.74	
3A6004	Dangerous Cargo II	8.65	15.68	25.96	
<b>3A7000</b>	<b>7. TRANSIT- INBOUND</b>				
3A7001	General Goods	9.19	15.68	26.50	
3A7002	Unitised Cargo	8.84	15.08	25.48	
3A7003	Dangerous Cargo I	13.52	23.80	39.48	
3A7004	Dangerous Cargo II	11.90	20.01	34.61	
<b>3A8000</b>	<b>8. TRANSIT- OUTBOUND</b>				
3A8001	General Goods	8.84	15.08	25.48	
3A8002	Unitised Cargo	6.76	11.96	19.76	
3A8003	Dangerous Cargo I	13.00	22.88	37.96	
3A8004	Dangerous Cargo II	11.44	19.24	33.28	
Note: See item C (3) in the General Terms and Conditions at page 60 for guidelines for charging of heavy lifts.					

	<b>THIRD SCHEDULE: STEVEDORING CHARGES</b>		
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<b>3B0000</b>	<b>CARGO HANDLING</b>		
<b>3B0000</b>	<b>B. DRY BULK/SEMI-BULK CARGO</b>	<b>PER TONNE</b>	<b>REMARKS</b>
3B1000	<b>1. IMPORTS</b>	<b>US\$</b>	
3B1001	Dry Bulk/Semi-Bulk Cargo [Grabbing]	3.79	
3B1002	Dry Bulk/Semi-Bulk Cargo [Bleeding]	7.57	
3B2000	<b>2. EXPORTS</b>		
3B2001	Dry Bulk/Semi-Bulk Cargo [Grabbing]	3.64	
3B2002	Dry Bulk/Semi-Bulk Cargo [Bleeding]	7.28	
3B3000	<b>3. TRANSHIPMENT – INBOUND</b>		
3B3001	Dry Bulk/Semi-Bulk Cargo [Grabbing]	3.79	
3B3002	Dry Bulk/Semi-Bulk Cargo [Bleeding]	7.57	
3B4000	<b>4. TRANSHIPMENT – OUTBOUND</b>		
3B4001	Dry Bulk/Semi-Bulk Cargo [Grabbing]	3.79	
3B4002	Dry Bulk/Semi-Bulk Cargo [Bleeding]	7.57	
3B5000	<b>5. TRANSIT – INBOUND/OUTBOUND</b>		
3B5001	Dry Bulk/Semi-Bulk Cargo [Grabbing]	3.64	
3B5002	Dry Bulk/Semi-Bulk Cargo [Bleeding]	7.28	

<b>3C1000</b>	<b>C. BULK-IN-BAGGED-OUT (BIBO)</b>	<b>PER TONNE US\$</b>	<b>REMARKS</b>
3C1001	Ship Operation (Stevedoring)	3.50	See item Q 4 in the General Terms and Conditions at page 66 for definition of BIBO Operations
3C1002	Bagging Machine Operations	7.45	
<b>3D2000</b>	<b>D. LIQUID BULK</b>	<b>PER TONNE US\$</b>	<b>REMARKS</b>
3D2001	Liquid Bulk Imports	7.50	Applicable to Bulk Petroleum discharged/loaded directly to/from Road or Rail Transport Vehicle
3D2002	Liquid Bulk Exports	6.50	

<b>3E0000</b>	<b>E. CONTAINERS</b>	<b>20' CONT</b>	<b>40' CONT</b>	<b>45' CONT</b>	<b>REMARKS</b>
<b>3E1000</b>	<b>1. IMPORT</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
3E1001	Stuffed Container- General Goods	108.70	204.42	240.66	
3E1002	Container Stuffed with DG I	163.32	309.34	360.17	
3E1003	Container Stuffed with DG II	135.20	255.80	300.68	
3E1004	OOG Container - General Goods	134.12	254.18	300.68	
3E1005	OOG Container – DG I	187.82	355.74	414.20	
3E1006	OOG Container – DG II	155.48	294.17	345.79	
3E1007	Empty Container	85.99	154.67	181.71	
3E1008	Empty Container - DG I	107.62	193.61	227.14	
3E1009	Empty Container - DG II	102.24	183.93	215.78	
3E1010	Empty Bolster	17.85	26.50	35.15	

## THIRD SCHEDULE: STEVEDORING CHARGES

3E2000	<b>2. EXPORT</b>	<b>20' CONT</b>	<b>40' CONT</b>	<b>45' CONT</b>	
		US\$	US\$	US\$	
3E2001	Stuffed Container- General Goods	104.52	196.56	231.40	
3E2002	Container Stuffed with DG I	157.04	297.44	346.32	
3E2003	Container Stuffed with DG II	130.00	245.96	289.12	
3E2004	OOG Container - General Goods	128.96	244.40	289.12	
3E2005	OOG Container – DG I	180.60	281.06	332.49	
3E2006	OOG Container – DG II	143.00	268.84	318.03	
3E2007	Empty Container	82.68	148.72	174.72	
3E2008	Empty Container - DG I	103.48	186.16	218.40	
3E2009	Empty Container - DG II	98.31	176.85	207.48	
3E2010	Empty Bolster	17.16	25.48	33.80	
<b>3E3000</b>	<b>3. SHIFT VIA QUAY/SHIFT FROM HOLD TO HOLD</b>				
3E3001	Stuffed Container- General Goods	146.02	275.27	322.86	
3E3002	Container Stuffed with DG I	182.79	343.41	428.85	
3E3003	Container Stuffed with DG II	171.97	317.45	403.44	
3E3004	OOG Container - General Goods	157.91	292.03	339.62	
3E3005	OOG Container – DG I	210.21	394.92	493.18	
3E3006	OOG Container – DG II	189.17	349.19	443.78	
3E3007	Empty Container	111.95	209.83	247.15	
3E3008	Empty Container - DG I	141.41	264.81	312.31	
3E3009	Empty Container - DG II	134.34	251.57	296.70	
3E3010	Empty Bolster	24.14	35.85	47.56	
<b>3E4000</b>	<b>4. SHIFT WITHIN HOLD</b>				
3E4001	Stuffed Container- General Goods	108.16	197.93	232.00	
3E4002	Container Stuffed with DG I	129.25	246.60	289.87	
3E4003	Container Stuffed with DG II	117.35	214.70	248.77	
3E4004	OOG Container - General Goods	111.95	206.59	240.66	
3E4005	OOG Container – DG I	148.64	283.60	333.35	
3E4006	OOG Container – DG II	129.09	236.17	273.64	
3E4007	Empty Container	77.33	146.02	171.97	
3E4008	Empty Container - DG I	96.80	182.79	214.70	
3E4009	Empty Container - DG II	91.96	173.65	203.96	
3E4010	Empty Bolster	18.02	26.75	35.49	
<b>3E5000</b>	<b>5. TRANSHIPMENT INBOUND</b>				
3E5001	Stuffed Container- General Goods	72.47	137.90	163.32	
3E5002	Container Stuffed with DG I	108.70	204.42	239.03	
3E5003	Container Stuffed with DG II	90.31	171.97	203.88	
3E5004	OOG Container - General Goods	81.12	150.88	178.46	
3E5005	OOG Container – DG I	125.01	235.09	274.89	
3E5006	OOG Container – DG II	99.34	189.17	224.27	
3E5007	Empty Container	63.81	120.60	142.23	
3E5008	Empty Container - DG I	80.04	150.88	177.38	
3E5009	Empty Container - DG II	76.04	143.34	168.51	
3E5010	Empty Bolster	10.82	17.85	21.09	

	<b>THIRD SCHEDULE: STEVEDORING CHARGES</b>
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<b>3E6000</b>	<b>6. TRANSHIPMENT OUTBOUND</b>	<b>20' CONT</b>	<b>40' CONT</b>	<b>45' CONT</b>	
		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
3E6001	Stuffed Container- General Goods	72.47	137.90	163.32	
3E6002	Container Stuffed with DG I	108.70	204.42	239.03	
3E6003	Container Stuffed with DG II	90.31	171.97	203.88	
3E6004	OOG Container - General Goods	81.12	150.88	178.46	
3E6005	OOG Container – DG I	125.01	235.09	274.89	
3E6006	OOG Container – DG II	99.34	189.17	224.27	
3E6007	Empty Container	63.81	120.60	142.23	
3E6008	Empty Container - DG I	80.04	150.88	177.38	
3E6009	Empty Container - DG II	76.04	143.34	168.51	
3E6010	Empty Bolster	10.82	17.85	21.09	
<b>3E7000</b>	<b>7. TRANSIT INBOUND</b>				
3E7001	Stuffed Container- General Goods	77.33	146.02	171.97	
3E7002	Container Stuffed with DG I	115.73	218.48	254.18	
3E7003	Container Stuffed with DG II	96.80	182.79	214.70	
3E7004	OOG Container - General Goods	85.99	163.32	192.52	
3E7005	OOG Container – DG I	133.09	251.26	292.30	
3E7006	OOG Container – DG II	106.48	201.07	236.17	
3E7007	Empty Container	82.68	148.72	174.72	
3E7008	Empty Container - DG I	103.48	186.16	218.40	
3E7009	Empty Container - DG II	98.31	176.85	207.48	
3E7010	Empty Bolster	17.16	25.48	33.80	
<b>3E8000</b>	<b>8. TRANSIT OUTBOUND</b>				
3E8001	Stuffed Container- General Goods	74.36	140.40	165.36	
3E8002	Container Stuffed with DG I	111.28	210.08	244.40	
3E8003	Container Stuffed with DG II	93.08	175.76	206.44	
3E8004	OOG Container - General Goods	82.68	157.04	185.12	
3E8005	OOG Container – DG I	127.97	241.59	281.06	
3E8006	OOG Container – DG II	102.38	193.27	227.08	
3E8007	Empty Container	82.68	148.72	174.72	
3E8008	Empty Container - DG I	103.48	186.16	218.40	
3E8009	Empty Container - DG II	98.31	176.85	207.48	
3E8010	Empty Bolster	17.16	25.48	33.80	

<b>3F0000</b>	<b>F. UNPACKED VEHICLES AND TRAILER UNITS</b>	<b>DRIVEABLE PER UNIT</b>	<b>NON-DRIVEABLE PER UNIT</b>	<b>REMARKS</b>
<b>3F1000</b>	<b>1. IMPORT</b>	<b>US\$</b>	<b>US\$</b>	
3F1001	Saloon Cars	51.92	64.90	
3F1002	Mini Vehicles	103.29	128.71	
3F1003	Utility Vehicles	161.70	201.72	
3F1004	Trailer Units	161.70	201.72	

	<b>THIRD SCHEDULE: STEVEDORING CHARGES</b>
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<b>3F0000</b>	<b>F. UNPACKED VEHICLES AND TRAILER UNITS</b>	<b>DRIVEABLE PER UNIT</b>	<b>NON-DRIVEABLE PER UNIT</b>	<b>REMARKS</b>
<b>3F2000</b>	<b>2. EXPORT</b>	US\$	US\$	
3F2001	Saloon Cars	51.92	64.90	
3F2002	Mini Vehicles	103.29	128.71	
3F2003	Utility Vehicles	161.70	201.72	
3F2004	Trailer Units	161.70	201.72	
<b>3F3000</b>	<b>3. SHIFT VIA QUAY</b>			
3F3001	Saloon Cars	103.83	108.70	
3F3002	Mini Vehicles	206.04	216.32	
3F3003	Utility Vehicles	322.32	338.00	
3F3004	Trailer Units	322.32	338.00	
<b>3F4000</b>	<b>4. SHIFT WITHIN HOLD</b>			
3F4001	Saloon Cars/Estates	77.33	82.20	
3F4002	Mini Vehicles	154.13	162.24	
3F4003	Utility Vehicles	241.74	254.18	
3F4004	Trailer Units	241.74	254.18	
<b>3F5000</b>	<b>5. TRANSHIPMENT INWARD</b>			
3F5001	Saloon Cars	31.37	39.48	
3F5002	Mini Vehicles	62.19	77.33	
3F5003	Utility Vehicles	96.80	121.14	
3F5004	Trailer Units	96.80	121.14	
<b>3F6000</b>	<b>6. TRANSHIPMENT OUTWARD</b>			
3F6001	Cars	31.37	39.48	
3F6002	Mini Vehicles	62.19	77.33	
3F6003	Utility Vehicles	96.80	121.14	
3F6004	Trailer Units	96.80	121.14	
<b>3F7000</b>	<b>7. TRANSIT IN</b>			
3F7001	Cars	39.48	48.67	
3F7002	Mini Vehicles	77.33	96.80	
3F7003	Utility Vehicles	121.14	151.42	
3F7004	Trailer Units	121.14	151.42	
<b>3F8000</b>	<b>8. TRANSIT OUT</b>			
3F8001	Cars	37.96	46.80	
3F8002	Mini Vehicles	74.36	93.08	
3F8003	Utility Vehicles	116.48	145.60	
3F8004	Trailer Units	116.48	145.60	

<b>3G0000</b>	<b>G. HANDLING OF HATCH COVERS</b>	<b>PER UNIT US\$</b>	<b>REMARKS</b>
3G1001	Shift On Board	100.59	Applicable to container vessels only
3G1002	Shift Via Quay	201.18	

<b>THIRD SCHEDULE: STEVEDORING CHARGES</b>			
<b>3H0000</b>	<b>H. CRANEAGE</b>	<b>PER UNIT</b>	<b>REMARKS</b>
<b>3H1000</b>	<b>1. CONTAINERS</b>	<b>US\$</b>	
3H1001	20' Full Container	26.21	
3H1002	40' Full Container	47.42	
3H1003	45' Full Container	52.42	
3H1004	20' Empty Container	26.21	
3H1005	40' Empty Container	47.42	
3H1006	45' Empty Container	52.42	
<b>3H2000</b>	<b>2. CONVENTIONAL CARGO</b>	<b>PER TONNE</b>	<b>REMARKS</b>
		<b>US\$</b>	
3H2001	Lifts Up to 5 Tonnes	2.86	
3H2002	Lifts 6 to 10 Tonnes	4.58	
3H2003	Lifts Above 10 Tonnes	7.44	
3H2004	Scrap Metal	5.72	
<b>3H3000</b>	<b>3. DRY BULK CARGO</b>		
3H3001	Grains/Agri-Bulks	1.08	E.g. Wheat, Sheanuts
3H3002	Chemicals	1.08	E.g. Fertilizer
3H3003	Mineral Ore	1.08	E.g. Clinker, Limestone
<b>3H4000</b>	<b>4. UNPACKED VEHICLES</b>	<b>PER UNIT</b>	
		<b>US\$</b>	
3H4001	Saloon Car	11.90	
3H4002	Mini Vehicle	21.63	
3H4003	Utility Vehicle	34.61	
3H4004	Trailer Unit	34.61	
<b>3H5000</b>	<b>5. SHIP EQUIPMENT</b>	<b>PER UNIT</b>	
		<b>US\$</b>	
3H5001	Hatch Covers	27.04	Ship equipment/gears moved to/from shore during ship operations
3H5002	Trailer Units	5.41	
3H5003	Skips and Other Items	5.41	
<b>3H6000</b>	<b>MINIMUM CRANEAGE*</b>	<b>US\$</b>	<b>REMARKS</b>
3H6001	Per MHC Crane Deployed	5,000.00	Per MHC Deployed

**Notes:** The tariffs for Craneage are applicable to the deployment of Quayside Jib Cranes, Ship-to-Shore Gantry Cranes, Mobile Harbour Cranes (MHC), other Heavy Mobile Cranes in stevedoring operations. The charge is in addition to the Stevedoring and Labour Overtime Charges; and it is to the account of the ship.

\*The **Minimum Craneage Charge** is applicable to the deployment of Mobile Harbour Cranes and it is due when the total income from Craneage during a ship call is less than the minimum Charge specified here.

<b>3I0000</b>	<b>I. OTHER CARGOES/SERVICES</b>	<b>PER TONNE</b>	<b>PER UNIT</b>	<b>REMARKS</b>
<b>3I1000</b>	<b>1. SCRAP METAL &amp; LIVESTOCK</b>	<b>US\$</b>	<b>US\$</b>	
3I1001	Discharge: Scrap Metal	24.88	--	
3I1002	Load: Scrap Metal	23.92	--	
3I1003	Load/Discharge Livestock/Live Animals	--	10.82	

<b>THIRD SCHEDULE: STEVEDORING CHARGES</b>				
<b>3I2000</b>	<b>2.PRE-SLING AND PALLETISATION</b>			
3I2001	Pre-slinging of cargo	3.79	--	
3I2002	Palletisation of Cargo	5.00	--	
<b>3I3000</b>	<b>3. UNPACKED MOTOR BIKES:</b>			
3I3001	Imports/Exports/Re-export	--	12.98	
3I3002	Transit Inbound/Outbound	--	9.19	
3I3003	Transshipment Inbound	--	9.19	
3I3004	Transshipment Outbound	--	9.19	
<b>3I4000</b>	<b>4.PASSENGER BAGGAGE</b>			
3I4001	Per Baggage up to 8 Kg.	--	3.79	Applicable to Accompanied Passenger Baggage.
3I4002	Per Baggage above 8 Kg.	--	5.41	
<b>3I5000</b>	<b>5. LIVESTOCK</b>			
3I5001	Per Livestock	--	5.00	Livestock on hooves
3I5002	Per Live Poultry/Bird	--	1.50	Caged or otherwise
<b>3I6000</b>	<b>6. SHIP EQUIPMENT</b>			
3I6001	Trailer Units	--	57.32	
3I6002	Skips and Containers	--	108.16	For holding twist locks, etc.
3I6003	Other Ship Owned Items	5.95	--	
<b>3J0000</b>	<b>J. DOCUMENTATION</b>	<b>US\$</b>		<b>REMARKS</b>
3J1001	Certified True Copy of Document	9.19		Per copy
3J1002	Blank Shipping Notes	5.95		Per set

<b>STEVEDORING PART II: BACO OPERATIONS</b>				
<b>3K1000</b>	<b>K. BACO OPERATIONS</b>	<b>PER TONNE</b>	<b>PER BARGE</b>	<b>REMARKS</b>
3K1000	<b>1. HANDLING OF BARGES</b>	<b>US\$</b>	<b>US\$</b>	
3K1001	Stowage of Cargo into Barges	10.28	--	Conventional Cargo, Lumber, etc.
3K1002	Towage of Barges	--	734.41	

<b>STEVEDORING PART III: LABOUR CHARGES</b>				
<b>3L0000</b>	<b>L. LABOUR CHARGES</b>			
<b>3L1000</b>	<b>1. LABOUR OVERTIME:</b>	<b>PER TONNE</b>		<b>REMARKS</b>
	<b>a. CONVENTIONAL CARGOES:</b>	<b>US\$</b>		
3L1001	Bleeding and Bagged Cargo: Direct Handling	1.14		Bleeding of Dry Bulk Cargo. Bagged Cargo exclude Jumbo Bags
3L1002	Bleeding and Bagged Cargo: Indirect	1.71		
3L1003	Unitised Cargo – Direct	0.57		Palletised, Pre-Slung, Paper Reels, Jumbo Bags.
3L1004	Unitised Cargo – Indirect	0.57		
3L1005	All Other Conventional Cargoes – Direct	0.57		E.g. Iron and Steel Products (Re-bars, Coils, Billets, Columns, Sheets, etc.), Cases, Paper Reels, Pine poles, etc.
3L1006	All Other Conventional Cargoes – Indirect	0.57		
3L1007	Dry Bulk Cargo (Grabbing)	0.57		E.g. grains, chemicals, etc.



CODE	STEVEDORING PART III: LABOUR CHARGES		
		PER TONNE	
	<b>b. BIBO OPERATIONS</b>	US\$	
3L1008	Stevedoring (Ship Operation)	0.25	
3L1009	Bagging Machine Operation	1.10	
	<b>c. CONTAINERS</b>	PER BOX US\$	
3L1010	20' Stuffed Container	5.68	
3L1011	40' Stuffed Container	11.36	
3L1012	45' Stuffed Container	11.36	
3L1013	20' Empty Container	5.46	
3L1014	40' Empty Container	10.92	
3L1015	45' Empty Container	10.92	
3L1016	20' Empty Bolster	1.14	
3L1017	40' Empty Bolster	2.27	
3L1018	45' Empty Bolster	2.27	
	<b>d. UNPACKED VEHICLES</b>	PER UNIT US\$	REMARKS
3L1019	Unpacked Vehicle (Direct/Indirect)	2.27	Car, Mini, Utility, or Trailer
<b>3L2000</b>	<b>2. LABOUR DELAYS, IDLE TIME AND STAND-BY CHARGES:</b>	PER MAN PER HOUR US\$	REMARKS
3L2001	Per Docker	3.41	
3L2002	Per Support Staff	4.54	
<b>3L3000</b>	<b>3. EXTRA SERVICE (STEVEDORING):</b>		
3L3001	Per Docker	3.41	
3L3002	Per Support Staff	4.54	
<b>3L4000</b>	<b>4. HIRE OF LABOUR (NON STEVEDORING)</b>	US\$	REMARKS
3L4001	Per Docker	10.92	Applicable to activities unrelated to normal stevedoring operations e.g. spooling of cable drums, etc. on supply/support vessels, security services, hire of equipment operators, Terminal Clerks, etc. See Note E (16), Page 62 for Terms and Conditions.
3L4002	Per Clerk	16.38	
3L4003	Per Plant Operator (Up to 10 Tonne SWL)	21.84	
3L4004	Per Plant Operator (10.5 – 24.5 Tonne SWL)	27.30	
3L4005	Per Plant Operator (25 – 40 Tonne SWL)	32.76	
3L4006	Per Plant Operator (Above 40 Tonne SWL)	38.22	
3L4007	Per Security Guard	16.38	
3L4008	Per Supervisor/Foreman	38.48	

## FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES

This Schedule is applicable to relevant Receipt and Delivery Services provided at the Marine Terminals, (Terminal 1, MPS Terminal) and the Inland Clearance Depots (ICDs) including GJT, Tacotel, TBT, Safebond Car Terminal, etc.

<b>4A0000</b>	<b>A. COVENTIONAL CARGO</b>	<b>IMPORT</b>	<b>EXPORT</b>	<b>TRANSHIPMENT</b>	<b>TRANSIT</b>
<b>4A1000</b>	<b>1. TERMINAL HANDLING CHARGES:</b>	<b>PER TONNE</b>	<b>PER TONNE</b>	<b>PER TONNE</b>	<b>PER TONNE</b>
	<b>a. LIFTS UP TO 5 TONNES</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
4A1001	Direct Handling	5.43	3.63	1.50	1.50
4A1002	Indirect Handling	10.86	7.26	3.00	2.50
	<b>b. LIFTS 6 TO 10 TONNES</b>				
4A1003	Direct Handling	9.50	6.05	5.50	2.00
4A1004	Indirect Handling	21.72	14.52	5.50	3.50
	<b>c. LIFTS ABOVE 10 TONNES</b>				
4A1005	Direct Handling	13.57	9.68	7.50	3.00
4A1006	Indirect Handling	31.89	21.18	7.50	5.00
	<b>d. UNITISED CARGO</b>				
4A1007	Direct Handling	4.68	3.30	1.50	1.50
4A1008	Indirect Handling	9.36	6.60	3.00	2.50
	<b>e. DANGEROUS GOODS I</b>				
4A1009	Direct Handling	19.68	15.13	5.00	3.50
4A1010	Indirect Handling	47.50	39.33	11.50	7.00
	<b>f. DANGEROUS GOODS II</b>				
4A1011	Direct Handling	17.64	14.52	4.50	3.00
4A1012	Indirect Handling	40.04	27.83	8.00	5.50

**Note:** The Terminal Handling Charge for Transshipment Conventional Cargo is for only one leg of the Shipment

<b>4A2000</b>	<b>2. TRANSFER OF CARGO BETWEEN PORT AND OFF-DOCK TERMINALS</b>				
	<b>a. LIFTS UP TO 5 TONNES</b>				
4A2001	Direct Handling	3.39	2.42	1.00	1.00
4A2002	Indirect Handling	6.11	4.84	1.50	1.50
	<b>b. LIFTS 6 TO 10 TONNES</b>				
4A2003	Direct Handling	5.43	3.63	3.00	1.00
4A2004	Indirect Handling	11.54	8.47	3.00	2.00
	<b>c. LIFTS ABOVE 10 TONNES</b>				
4A2005	Direct Handling	7.46	5.20	4.00	1.50
4A2006	Indirect Handling	17.64	9.08	4.00	2.50
	<b>d. UNITISED CARGO</b>				
4A2007	Direct Handling	2.93	2.20	1.00	1.00
4A2008	Indirect Handling	5.27	4.40	1.50	1.50
	<b>e. DANGEROUS GOODS I</b>				
4A2009	Direct Handling	14.25	10.29	2.50	2.00
4A2010	Indirect Handling	25.79	21.18	6.00	4.00
	<b>f. DANGEROUS GOODS II</b>				
4A2011	Direct Handling	9.50	8.47	2.50	1.50
4A2012	Indirect Handling	21.72	14.52	4.50	3.00

**Note:** Transit Outbound Cargo will attract a 5 % Rebate on the Transit Inbound Rate

**FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES**

<b>4B1000</b>	<b>B. UNPACKED VEHICLES</b>	<b>IMPORT</b>	<b>EXPORT</b>	<b>TRANSHIPMENT</b>	<b>TRANSIT</b>
<b>4B1000</b>	<b>1. TERMNAL HANDLING CHARGES:</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>
	<b>a. SALOON CAR</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
4B1001	Driveable	84.15	55.66	19.50	13.00
4B1002	Non-driveable	126.22	83.49	29.50	18.50
	<b>b. MINI VEHICLE</b>				
4B1003	Driveable	189.33	124.63	44.00	28.00
4B1004	Non-driveable	283.65	186.34	65.50	41.50
	<b>c. UTILITY VEHICLE</b>				
4B1005	Driveable	262.62	172.43	60.50	38.50
4B1006	Non-driveable	393.59	257.73	91.00	57.50
	<b>d. TRAILER UNIT</b>				
4B1007	Driveable	262.62	172.43	60.50	38.50
4B1008	Non-driveable	393.59	257.73	91.00	57.50
	<b>e. MOTOR BIKE</b>				
4B1009	Driveable	31.89	21.18	7.50	5.00
4B1010	Non-driveable	48.18	32.07	11.50	7.50

**Note:** Vehicles stuffed with personal effects, commercial goods and other items shall attract double the rates specified here. See Condition C (12). Page 61.

<b>TRANSFER OF UNPACKED VEHICLES BETWEEN PORT AND SAFE BOND CAR TERMINAL - TEMA</b>					
<b>4B2000</b>		<b>IMPORT</b>	<b>EXPORT</b>	<b>TRANSHIPMENT</b>	<b>TRANSIT</b>
		<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>
	<b>a. SALOON CAR</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
4B2001	Driveable	44.11	30.25	17.00	9.00
4B2002	Non-driveable	66.50	44.77	25.00	13.50
	<b>b. MINI VEHICLE</b>				
4B2003	Driveable	99.08	66.55	37.00	19.50
4B2004	Non-driveable	147.93	99.22	56.00	29.50
	<b>c. UTILITY VEHICLE</b>				
4B2005	Driveable	137.08	91.96	52.00	27.50
4B2006	Non-driveable	204.94	137.34	78.00	41.00
	<b>d. TRAILER UNIT</b>				
4B2007	Driveable	137.08	91.96	52.00	27.50
4B2008	Non-driveable	204.94	137.34	78.00	41.00
	<b>e. MOTOR BIKE</b>				
4B2009	Driveable	17.64	12.10	7.00	4.00
4B2010	Non-driveable	25.79	13.31	10.50	6.00
	<b>f. HEAVY DUTY EQUIPMENT (HDE)</b>				
4B2011	HDE Moved on Low Loader	678.60	435.60	250.00	145.00
4B2012	HDE Moved on Own Wheels	137.08	91.96	52.00	27.50

**Note:** The Terminal Handling Charge for Transhipment Unpacked Vehicles is for only one leg of the Shipment

	<b>FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES</b>
<b>4B3000</b>	<b>2. TRANSFER OF UNPACKED VEHICLES BETWEEN PORT AND SAFE BOND CAR TERMINAL - TAKORADI</b>

<b>4B3000</b>		<b>IMPORT</b>	<b>EXPORT</b>	<b>TRANSHIPMENT</b>	<b>TRANSIT</b>
		<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>
		<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
	<b>a. SALOON CAR/ESTATE</b>	46.31	31.76	17.85	9.45
4B3001	- Driveable	69.83	47.01	26.25	14.18
4B3002	- Non-driveable				
	<b>b. MINI VEHICLE</b>	104.03	69.88	38.85	20.48
4B3003	- Driveable	155.33	104.18	58.80	30.98
4B3004	- Non-driveable				
	<b>c. UTILITY VEHICLE</b>	143.93	96.56	54.60	28.88
4B3005	- Driveable	215.18	144.20	81.90	43.05
4B3006	- Non-driveable				
	<b>d. TRAILER UNIT</b>	143.93	96.56	54.60	28.88
4B3007	- Driveable	215.18	144.20	81.90	43.05
4B3008	- Non-driveable				
	<b>e. MOTOR BIKE</b>	18.53	12.71	7.35	4.20
4B3009	- Driveable	27.08	13.98	11.03	6.30
4B3010	- Non-driveable				
	<b>f. HEAVY DUTY EQUIPMENT (HDE)</b>	712.53	457.38	262.50	152.25
4B3011	HDE Moved on Low Loader	143.93	96.56	54.60	28.88
4B3012	HDE Moved on Own Wheels				

<b>4C0000</b>	<b>C. CONTAINERS</b>	<b>IMPORT</b>	<b>EXPORT</b>	<b>TRANSHIPMENT</b>	<b>TRANSIT</b>
<b>4C1000</b>	<b>1. TERMINAL HANDLING CHARGE</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
<b>4C1000</b>	<b>i. STUFFED CONTAINERS</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
	<b>a. Container with General Goods:</b>				
	<b>Direct Handling</b>				
4C1001	20' Stuffed Container	76.56	49.85	19.50	11.50
4C1002	40' Stuffed Container	152.49	99.70	39.00	23.00
4C1003	45' Stuffed Container	182.99	119.64	46.80	27.60
4C1004	20' OOG Stuffed Container	283.38	231.84	29.00	28.50
4C1005	40' OOG Stuffed Container	566.77	463.67	58.00	57.00
4C1006	45' OOG Stuffed Container	680.12	556.41	69.60	68.40
	<b>Indirect Handling</b>				
4C1007	20' Stuffed Container	255.20	124.63	36.00	28.00
4C1008	40' Stuffed Container	472.12	249.26	72.00	56.00
4C1009	45' Stuffed Container	566.54	299.11	86.40	67.20
4C1010	20' OOG Stuffed Container	354.23	289.80	48.50	35.00
4C1011	40' OOG Stuffed Container	708.46	579.59	97.00	70.00
4C1012	45' OOG Stuffed Container	850.15	695.51	116.40	84.00

<b>FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES</b>					
<b>b. Container Stuffed with DG I:</b>					
<b>Direct Handling</b>					
4C1013	20' Stuffed Container	143.17	93.22	36.00	21.00
4C1014	40' Stuffed Container	285.17	186.45	72.00	42.00
4C1015	45' Stuffed Container	342.20	223.74	86.40	50.40
4C1016	20' OOG Stuffed Container	444.91	361.66	45.50	44.00
4C1017	40' OOG Stuffed Container	889.82	723.33	91.00	88.00
4C1018	45' OOG Stuffed Container	1,067.79	867.99	109.20	105.60
<b>Indirect Handling</b>					
4C1019	20' Stuffed Container	357.28	233.06	56.50	52.00
4C1020	40' Stuffed Container	708.18	466.12	113.00	104.00
4C1021	45' Stuffed Container	849.82	559.34	135.60	124.80
4C1022	20' OOG Stuffed Container	556.14	454.98	90.50	54.50
4C1023	40' OOG Stuffed Container	1,112.28	909.96	181.00	109.00
4C1024	45' OOG Stuffed Container	1,334.74	1,091.95	217.20	130.80
<b>c. Container Stuffed with DG II:</b>					
<b>Direct Handling</b>					
4C1025	20' Stuffed Container	95.45	63.58	24.50	14.50
4C1026	40' Stuffed Container	190.12	127.16	49.00	29.00
4C1027	45' Stuffed Container	228.14	152.59	58.80	34.80
4C1028	20' OOG Stuffed Container	371.95	296.56	34.00	32.50
4C1029	40' OOG Stuffed Container	743.89	593.13	68.00	65.00
4C1030	45' OOG Stuffed Container	892.67	711.76	81.60	78.00
<b>4C1000</b>	<b>1. TERMINAL HANDLING CHARGES:</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
	<b>c. Containers Stuffed with DG II:</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
<b>Indirect Handling</b>					
4C1031	20' Stuffed Container	267.96	158.48	42.00	34.50
4C1032	40' Stuffed Container	488.64	316.96	84.00	69.00
4C1033	45' Stuffed Container	586.37	380.35	100.80	82.80
4C1034	20' OOG Stuffed Container	488.29	368.53	60.50	40.50
4C1035	40' OOG Stuffed Container	976.58	737.06	121.00	81.00
4C1036	45' OOG Stuffed Container	1,171.90	884.48	145.20	97.20
<b>ii. EMPTY CONTAINERS</b>					
		<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>
4C1037	20' Empty Container	48.13	35.69	12.98	35.69
4C1038	40' Empty Container	93.86	69.60	25.31	69.60
4C1039	45' Empty Container	112.63	83.52	30.37	83.52
4C1040	20' DG I Empty Container	89.77	83.28	31.91	83.28
4C1041	40' DG I Empty Container	175.06	162.40	62.22	162.40
4C1042	45' DG I Empty Container	210.07	194.88	74.66	194.88
4C1043	20' DG II Empty Container	83.28	75.17	23.80	75.17
4C1044	40' DG II Empty Container	162.40	146.58	46.40	146.58
4C1045	45' DG II Empty Container	194.88	175.90	55.68	175.90
4C1046	20' OOG Empty Container	72.20	53.54	19.47	53.54
4C1047	40' OOG Empty Container	140.78	104.40	37.96	104.40
4C1048	45' OOG Empty Container	168.94	125.28	45.56	125.28

<b>FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES</b>					
<b>4C1000</b>	<b>1. TERMINAL HANDLING CHARGES:</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
	<b>ii. EMPTY CONTAINERS:</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>
4C1049	20' Empty Bolster	9.73	9.19	3.24	9.19
4C1050	40' Empty Bolster	18.98	17.93	6.33	17.93
4C1051	45' Empty Bolster	22.78	21.51	7.59	21.51
4C1052	20' DG I Empty Bolster	18.39	16.76	6.49	16.76
4C1053	40' DG I Empty Bolster	35.86	32.69	12.65	32.69
4C1054	45' DG I Empty Bolster	43.03	39.23	15.19	39.23
4C1055	20' DG II Empty Bolster	16.76	15.68	5.95	15.68
4C1056	40' DG II Empty Bolster	32.69	30.58	11.60	30.58
4C1057	45' DG II Empty Bolster	39.23	36.70	13.92	36.70

**Note:** The Terminal Handling Charge for Transshipment Containers is for only one leg of the Shipment.

<b>4C2000</b>	<b>2. CONTAINER STUFFING/ UNSTUFFING CHARGES</b>	<b>IMPORT</b>	<b>EXPORT</b>	<b>TRAN- SHIPMENT</b>	<b>TRANSIT</b>
		<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
	<b>a. Container With General Goods:</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
	<b>FCL Container</b>				
4C2001	20' FCL Container	280.26	229.90	55.50	87.50
4C2002	40' FCL Container	546.51	448.31	108.23	170.63
4C2003	45' FCL Container	655.81	537.97	129.87	204.75
	<b>LCL Container</b>				
4C2004	20' LCL Container	327.09	267.41	65.00	101.50
4C2005	40' LCL Container	637.82	521.45	126.75	197.93
4C2006	45' LCL Container	765.38	625.74	152.10	237.51
	<b>b. Container Stuffed With Engines/Spares Parts:</b>				
	<b>FCL Container</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
4C2007	20' Container	898.47	735.08	194.50	291.50
4C2008	40' Container	1,347.02	1,101.71	291.00	437.00
4C2009	45' Container	1,616.43	1,322.05	349.20	524.40
	<b>LCL Container</b>				
4C2010	20' Container	988.31	808.58	213.95	320.65
4C2011	40' Container	1,481.72	1,211.88	320.10	480.70
4C2012	45' Container	1,778.07	1,454.25	384.12	576.84

<b>c. Container Stuffed With Ramped/Hanged Vehicle:</b>					
	<b>FCL Container</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
4C2013	20' Container	898.47	735.08	204.00	321.00
4C2014	40' Container	1,347.02	1,101.71	306.00	480.50
4C2015	45' Container	1,616.43	1,322.05	367.20	576.60
	<b>LCL Container</b>				
4C2016	20' Container	988.31	808.58	204.00	321.00
4C2017	40' Container	1,481.72	1,211.88	306.00	480.50
4C2018	45' Container	1,778.07	1,454.25	367.20	576.60

<b>FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES</b>					
	<b>d. Container Stuffed With DG I</b>				
	<b>FCL Container</b>				
4C2019	20' Container	559.85	457.38	110.50	174.00
4C2020	40' Container	1,091.70	891.89	215.48	339.30
4C2021	45' Container	1,310.04	1,070.27	258.57	407.16
	<b>LCL Container</b>				
4C2022	20' Container	621.60	508.20	122.50	192.50
4C2023	40' Container	1,212.12	990.99	238.88	375.38
4C2024	45' Container	1,454.54	1,189.19	286.65	450.45
	<b>e. Container Stuffed With DG II</b>				
	<b>FCL Container</b>				
4C2025	20' Container	421.41	344.85	83.00	131.00
4C2026	40' Container	821.75	672.46	161.85	255.45
4C2027	45' Container	986.10	806.95	194.22	306.54
	<b>LCL Container</b>				
4C2028	20' Container	470.27	384.78	93.00	145.50
4C2029	40' Container	917.03	750.32	181.35	283.73
4C2030	45' Container	1,100.43	900.39	217.62	340.47

<b>4C3000</b>	<b>3. RE-STUFFING OF CONTAINER</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
	<b>a. Container With General Goods:</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
4C3001	20' Container	419.37	343.04	83.00	130.50
4C3002	40' Container	817.78	668.92	161.85	254.48
4C3003	45' Container	981.34	802.70	194.22	305.37
	<b>b. Cont. With Engines /Spare Parts:</b>				
4C3004	20' Container	898.47	735.08	194.50	291.50
4C3005	40' Container	1,347.02	1,101.71	291.00	437.00
4C3006	45' Container	1,616.43	1,322.05	349.20	524.40
	<b>c. Cont. With Ramped /Hanged Vehicles</b>				
4C3007	20' Container	898.47	735.08	204.00	321.00
4C3008	40' Container	1,347.02	1,101.71	306.00	480.50
4C3009	45' Container	1,616.43	1,322.05	367.20	576.60
	<b>d. Container Stuffed With DG I</b>				
4C3010	20' Container	964.29	788.92	190.50	299.50
4C3011	40' Container	1,880.37	1,538.39	371.48	584.03
4C3012	45' Container	2,256.44	1,846.07	445.77	700.83
	<b>e. Container Stuffed With DG II</b>				
4C3013	20' Container	868.61	710.27	171.50	270.00
4C3014	40' Container	1,693.79	1,385.03	334.43	526.50
4C3015	45' Container	2,032.54	1,662.03	401.31	631.80

**Note:** The Re-Stuffing Charge for Containers is in addition to the Unstuffing Charge.

<b>FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES</b>					
<b>4C4000</b>	<b>4. PARTIAL UNSTUFFING</b>	<b>IMPORTS</b>	<b>EXPORTS</b>	<b>TRANSHIPMENT</b>	<b>TRANSIT</b>
	<b>a. Container With General Goods</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
		<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
4C4001	20' Container	262.62	214.17	53.00	81.00
4C4002	40' Container	525.24	428.34	106.00	162.00
4C4003	45' Container	630.28	514.01	127.20	194.40
	<b>b. Cont. With Engines/ Spares</b>				
4C4004	20' Container	840.79	687.28	182.00	273.00
4C4005	40' Container	1,681.57	1,374.56	364.00	546.00
4C4006	45' Container	2,017.88	1,649.47	436.80	655.20
	<b>c. Container Stuffed With Ramped/ Hanged Vehicle</b>				
4C4007	20' Container	840.79	687.28	182.00	273.00
4C4008	40' Container	1,681.57	1,374.56	364.00	546.00
4C4009	45' Container	2,017.88	1,649.47	436.80	655.20
	<b>d. Container Stuffed With DG I</b>				
4C4010	20' Container	840.79	687.28	182.00	273.00
4C4011	40' Container	1521.42	1243.28	300.50	473.00
4C4012	45' Container	1,825.71	1,491.93	360.60	567.60
	<b>e. Container Stuffed With DG II</b>				
4C4013	20' Container	756.71	618.55	163.80	245.70
4C4014	40' Container	1288.66	1052.70	254.50	400.50
4C4015	45' Container	1,546.39	1,263.24	305.40	480.60
		<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
<b>4C5000</b>	<b>5. OPENING OF CONTAINERS</b>	<b>GH¢</b>	<b>GH¢</b>	<b>US\$</b>	<b>US\$</b>
4C5001	20' Container	10.00	10.00	5.00	5.00
4C5002	40' Container	10.00	10.00	5.00	5.00
4C5003	45' Container	10.00	10.00	5.00	5.00
<b>4C6000</b>	<b>6. TRANSFER OF CONT BETWEEN PORT AND ICDs - TEMA:</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
	<b>a. Stuffed Containers</b>	<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C6001	20' Stuffed Container	135.72	110.72	50.50	50.50
4C6002	40' Stuffed Container	254.48	208.12	76.00	76.00
4C6003	45' Stuffed Container	305.37	249.74	91.20	91.20
	<b>b. Empty Containers</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>
4C6004	20' Container	38.40	38.40	38.40	38.40
4C6005	40' Container	64.36	64.36	64.36	64.36
4C6006	45' Container	77.23	77.23	77.23	77.23
4C6007	20' Empty Bolster	10.28	10.28	10.28	10.28
4C6008	40' Empty Bolster	17.31	17.31	17.31	17.31
4C6009	45' Empty Bolster	20.77	20.77	20.77	20.77



<b>FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES</b>					
<b>4C7000</b>	<b>7. TRANSFER OF CONTAINER FROM PORT TO TACOTEL -TAKORADI:</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
	<b>a. Stuffed Containers</b>	<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C7001	20' Stuffed Container	142.51	116.25	53.03	53.03
4C7002	40' Stuffed Container	267.20	218.53	79.80	79.80
4C7003	45' Stuffed Container	320.64	262.23	95.76	95.76
	<b>b. Empty Containers</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>
4C7004	20' Container	40.32	40.32	40.32	40.32
4C7005	40' Container	67.57	67.57	67.57	67.57
4C7006	45' Container	81.09	81.09	81.09	81.09
4C7007	20' Empty Bolster	10.79	10.79	10.79	10.79
4C7008	40' Empty Bolster	18.17	18.17	18.17	18.17
4C7009	45' Empty Bolster	21.81	21.81	21.81	21.81
<b>4C8000</b>	<b>8. TRANSFER OF UNPACKED VEHICLE FROM PORT TO ICDS - TEMA &amp; T'ADI</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>
	<b>a. SALOON CAR</b>	<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C8001	Driveable	84.15	55.66	19.50	13.00
4C8002	Non-driveable	126.22	83.49	29.50	18.50
	<b>b. MINI VEHICLE</b>				
4C8003	Driveable	189.33	124.63	44.00	28.00
4C8004	Non-driveable	283.65	186.34	65.50	41.50
	<b>c. UTILITY VEHICLE</b>				
4C8005	Driveable	262.62	172.43	60.50	38.50
4C8006	Non-driveable	393.59	257.73	91.00	57.50
	<b>d. TRAILER UNIT</b>				
4C8007	Driveable	262.62	172.43	60.50	38.50
4C8008	Non-driveable	393.59	257.73	91.00	57.50
	<b>e. MOTOR BIKE</b>				
4C8009	Driveable	31.89	21.18	7.50	5.00
4C8010	Non-driveable	48.18	32.07	11.50	7.50
<b>4C9000</b>	<b>9. INTER-TERMINAL TRANSFER OF CONTAINERS/VEHICLES</b>	<b>IMPORT</b>	<b>EXPORT</b>	<b>TRANSHIPMENT</b>	<b>TRANSIT</b>
	<b>a. Stuffed Containers</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
		<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C9001	20' Stuffed Container	108.58	88.57	40.40	40.40
4C9002	40' Stuffed Container	203.58	166.50	60.80	60.80
4C9003	45' Stuffed Container	244.30	199.80	72.96	72.96

<b>FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES</b>					
<b>4C9000</b>	<b>9. INTER-TERMINAL TRANSFER OF CONTAINERS/VEHICLES</b>	<b>IMPORTS</b>	<b>EXPORTS</b>	<b>TRANSHIPMENT</b>	<b>TRANSIT</b>
		<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
	<b>b. Empty Container</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>
4C9004	20' Empty Container	30.72	30.72	30.72	30.72
4C9005	40' Empty Container	51.48	51.48	51.48	51.48
4C9006	45' Empty Container	61.78	61.78	61.78	61.78
4C9007	20' Empty Bolster	8.22	8.22	8.22	8.22
4C9008	40' Empty Bolster	13.84	13.84	13.84	13.84
4C9009	45' Empty Bolster	16.61	16.61	16.61	16.61
	<b>Unpacked/Devanned Vehicle</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>
	<b>a. SALOON CAR</b>	<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C9010	Driveable	58.90	38.96	13.65	9.10
4C9011	Non-driveable	88.35	58.44	20.65	12.95
	<b>b. MINI VEHICLE</b>				
4C9012	Driveable	132.53	87.24	30.80	19.60
4C9013	Non-driveable	198.56	130.44	45.85	29.05
	<b>c. UTILITY VEHICLE</b>				
4C9014	Driveable	183.83	120.70	42.35	26.95
4C9015	Non-driveable	275.51	180.41	63.70	40.25
	<b>d. TRAILER UNIT</b>				
4C9016	Driveable	183.83	120.70	42.35	26.95
4C9017	Non-driveable	275.51	180.41	63.70	40.25
	<b>e. MOTOR BIKE</b>				
4C9018	Driveable	22.33	14.82	5.25	3.50
4C9019	Non-driveable	33.73	22.45	8.05	5.25
<b>4C10000</b>	<b>10. ADDITIONAL HANDLING:</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
	<b>a. Stuffed Containers</b>	<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C10001	20' Stuffed Container	137.08	111.93	50.50	50.50
4C10002	40' Stuffed Container	205.62	168.80	76.00	76.00
4C10003	45' Stuffed Container	246.74	202.55	91.20	91.20
	<b>b. Empty Container</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>
4C10004	20' Empty Container	39.52	39.52	39.52	39.52
4C10005	40' Empty Container	59.28	59.28	59.28	59.28
4C10006	45' Empty Container	71.14	71.14	71.14	71.14
4C10007	20' Empty Bolster	6.24	6.24	6.24	6.24
4C10008	40' Empty Bolster	9.36	9.36	9.36	9.36
4C10009	45' Empty Bolster	11.23	11.23	11.23	11.23
<b>4C11000</b>	<b>11. LIFT-ON LIFT-OFF</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
	<b>a. Stuffed Container</b>	<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C11001	20' Stuffed Container	52.25	43.56	20.50	20.50
4C11002	40' Stuffed Container	104.50	87.12	41.00	41.00
4C11003	45' Stuffed Container	125.41	104.54	49.20	49.20

<b>FOURTH SCHEDULE: RECEIPT AND DELIVERY CHARGES</b>					
	<b>b. Empty Container</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	<b>US\$</b>
4C11004	20' Empty Container	25.48	23.40	15.08	16.12
4C11005	40' Empty Container	50.44	46.28	29.64	31.72
4C11006	45' Empty Container	60.53	55.54	35.57	38.06
4C11007	20' Empty Bolster	5.72	5.20	3.64	4.68
4C11008	40' Empty Bolster	11.44	9.88	6.76	8.84
4C11009	45' Empty Bolster	13.73	11.86	8.11	10.61
<b>4C12000</b>	<b>12. OTHER SERVICES</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>
	<b>a. TRANSFER OF DEVANNED VEHICLES WITHIN ICDs [FROM DEVANNING BAY TO DELIVERY BAY]</b>	<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C12001	Saloon Car	52.07	32.45	22.50	22.50
4C12002	Mini Vehicle	117.00	80.85	50.00	50.00
4C12003	Utility Vehicle	161.46	128.15	69.00	69.00
4C12004	Trailer Unit	161.46	128.15	69.00	69.00
	<b>b. FIXING OF COMPONENTS AND ACCESSORIES</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>
		<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C12005	Saloon Car	34.61	28.44	14.00	14.00
4C12006	Mini Vehicle	46.82	38.72	19.00	19.00
4C12007	Utility Vehicle	71.93	59.29	29.00	29.00
4C12008	Trailer Unit	114.00	93.78	46.50	46.50
	<b>c. FIXING OF VEHICLE TYRES</b>	<b>PER TYRE</b>	<b>PER TYRE</b>	<b>PER TYRE</b>	<b>PER TYRE</b>
		<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C12009	Saloon Car	20.00	20.00	5.00	5.00
4C12010	Mini Vehicle	25.00	25.00	6.00	6.00
4C12011	Utility Vehicle	35.00	35.00	8.00	8.00
4C12012	Trailer Unit	35.00	35.00	8.00	8.00
	<b>d. MISCELLANEOUS SERVICES</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>	<b>PER UNIT</b>
		<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4C12013	1. Removal of Right-hand Steering Wheel	62.43	52.03	25.50	25.50
4C12014	2. Supervised Fueling of Vehicles	13.57	10.89	5.50	5.50
4C12015	3. Cleaning of Container	38.00	30.86	15.50	15.50
4C12016	4. Replacing of Tarpaulin on Cont.	50.22	41.75	20.00	20.00
4C12017	5. Cleaning of Spillage	50.22	41.75	20.00	20.00
4C12018	6. Transfer of Scraps to GJT SWH	149.02	121.97	60.00	60.00
<b>4D1000</b>	<b>D. DRY BULK CARGO AND FROZEN FISH/ MEAT</b>	<b>PER TONNE</b>	<b>PER TONNE</b>	<b>PER TONNE</b>	<b>PER TONNE</b>
		<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4D1001	Documentation for Dry Bulk Cargo	1.36	1.21	0.50	0.50
4D1002	Documentation for Frozen Fish/Meat	1.36	1.21	0.50	0.50

<b>4E1000</b>	<b>E. OTHER CHARGES</b>	PER TONNE	PER TONNE	PER TONNE	PER TONNE
4E1000	<b>1. REMARKING</b>	<b>GHC</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4E1001	Remarking of Timber for Export	--	6.05	--	--
4E2000	<b>2. AMENDMENT OF DOCUMENTS</b>		<b>US\$</b>		
4E2001	Amendment of Manifest By Shipping Line – Per B/L		20.00		Per Bill Lading
			<b>GHC</b>		
4E2002	Amendment of Manifest By Consignee – Per B/L		50.00		Per Bill Lading
4E2003	Amendment of Shipping Note		30.00		Per Transaction

<b>4F0000</b>	<b>F. STORAGE AND WAREHOUSING CHARGES</b>					
		Free Storage Period	CHARGEABLE PERIOD			REMARKS
<b>4F1000</b>	<b>1. STORAGE RENT ON CONTAINERS</b>		First 7 Days	Next 7 Days	There after	
		Running	PER DAY	PER DAY	PER DAY	
4F1000	<b>a. IMPORT</b>	<b>Day</b>	<b>GHC</b>	<b>GHC</b>	<b>GHC</b>	
4F1001	Per TEU of Stuffed Container	7	8.14	15.61	46.14	Per TEU
			<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
4F1002	Per TEU of Empty Container	7	7.57	12.44	36.77	Per TEU
4F1003	Per TEU of Empty Bolster	7	1.62	2.16	5.41	Per TEU
	<b>b. EXPORT</b>		<b>GHC</b>	<b>GHC</b>	<b>GHC</b>	
4F1004	Per TEU of Stuffed Container	7	7.72	14.81	43.77	Per TEU
			<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
4F1005	Per TEU of Empty Container	7	7.57	12.44	36.77	Per TEU
4F1006	Per TEU of Empty Bolster	7	1.62	2.16	5.41	Per TEU
	<b>c. TRANSHIPMENT</b>		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
4F1007	Per TEU of Stuffed Container	28	2.50	4.00	11.00	Per TEU
4F1008	Per TEU of Empty Container	21	4.68	6.76	18.72	Per TEU
4F1009	Per TEU of Empty Bolster	21	1.04	1.56	2.60	Per TEU
	<b>d. TRANSIT – IN/OUTBOUND</b>		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
4F1010	Per TEU of Stuffed Container	21	2.50	3.50	10.00	Per TEU
4F1011	Per TEU of Empty Container	7	7.57	12.44	36.77	Per TEU
4F1012	Per TEU of Empty Bolster	7	1.62	2.16	5.41	Per TEU
<b>4F2000</b>	<b>2. STORAGE RENT ON CONVENTIONAL CARGO</b>					
	<b>a. IMPORT</b>		<b>GHC</b>	<b>GHC</b>	<b>GHC</b>	
4F2001	Conventional Cargo - General	7	1.36	2.04	3.39	Per Tonne
4F2002	Unitised Cargo	7	1.36	2.04	3.39	Per Tonne
4F2003	Conventional Cargo - DG I	Nil	8.14	16.29	32.57	Per Tonne
4F2004	Conventional Cargo - DG II	5	4.07	8.14	16.29	Per Tonne

<b>4G0000</b>	<b>F. STORAGE AND WAREHOUSING CHARGES</b>
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4F1000	2. STORAGE RENT ON CONVENTIONAL CARGO	Free Storage Period	CHARGEABLE PERIOD			REMARKS
			First 7 Days	Next 7 Days	There after	
			PER DAY	PER DAY	PER DAY	
		Running				
	<b>b. EXPORT</b>		<b>GH¢</b>	<b>GH¢</b>	<b>GH¢</b>	
4F2005	Conventional Cargo - General	7	1.29	1.93	3.22	Per Tonne
4F2006	Unitised Cargo	7	1.29	1.93	3.22	Per Tonne
4F2007	Conventional Cargo - DG I	Nil	7.72	15.44	30.89	Per Tonne
4F2008	Conventional Cargo - DG II	5	3.86	7.72	15.44	Per Tonne
4F2009	Sawn Timber at Covered Storage	20	1.82	1.82	4.84	Per Tonne
4F2010	Sawn Timber at Open Storage	20	1.82	1.82	3.63	Per Tonne
	<b>c. TRANSHIPMENT</b>		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
4F2011	Conventional Cargo – General	28	1.00	1.50	2.00	Per Tonne
4F2012	Unitised Cargo	28	1.00	1.50	2.00	Per Tonne
4F2013	Conventional Cargo - DG I	Nil	6.50	8.50	11.00	Per Tonne
4F2014	Conventional Cargo - DG II	5	3.50	4.50	6.00	Per Tonne
	<b>d. TRANSIT</b>		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
4F2015	Conventional Cargo – General	21	1.00	1.25	1.50	Per Tonne
4F2016	Unitised Cargo	21	1.00	1.25	1.50	Per Tonne
4F2017	Conventional Cargo - DG I	Nil	6.50	8.50	11.00	Per Tonne
4F2018	Conventional Cargo - DG II	5	3.50	4.50	6.00	Per Tonne

**Note:** DG I cargoes shall be handled per the direct route at all times. DG II cargoes shall not spend more than five days in the Port

4F3000	3. UNPACKED VEHICLES:					
	<b>a. IMPORTS</b>		<b>GHC</b>	<b>GHC</b>	<b>GHC</b>	
4F3001	Saloon Cars	7	5.43	8.14	24.43	Per Unit
4F3002	Mini Vehicles	7	10.59	16.29	50.22	“
4F3003	Utility Vehicles	7	15.61	25.79	75.32	“
4F3004	Trailers Units	7	15.61	25.79	75.32	“
	<b>b. EXPORTS</b>		<b>GHC</b>	<b>GHC</b>	<b>GHC</b>	
4F3005	Saloon Cars	7	5.15	7.72	23.17	Per Unit
4F3006	Mini Vehicles	7	10.04	15.44	47.62	“
4F3007	Utility Vehicles	7	14.80	24.45	71.43	“
4F3008	Trailer Units	7	14.80	24.45	71.43	“
	<b>c. TRANSHIPMENT</b>		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
4F3009	Saloon Cars	21	2.00	3.00	7.50	Per Unit
4F3010	Mini Vehicles	21	4.00	5.00	14.50	“
4F3011	Utility Vehicles	21	5.00	7.50	21.50	“
4F3012	Trailers	21	5.00	7.50	21.50	“
	<b>d. TRANSIT</b>		<b>US\$</b>	<b>US\$</b>	<b>US\$</b>	
4F3013	Saloon Cars	21	1.50	2.50	6.00	Per Unit
4F3014	Mini Vehicles	21	2.50	4.00	11.00	“
4F3015	Utility Vehicles	21	4.50	6.00	17.00	“
4G3016	Trailers	21	4.50	6.00	17.00	“

<b>4F0000</b>	<b>F. STORAGE AND WAREHOUSING CHARGES</b>					
		<b>Free</b>	<b>CHARGEABLE PERIOD</b>			<b>UNIT</b>
	<b>EXPORTS</b>	<b>Storage Period</b>	<b>First 30 Days</b>	<b>Next 10 Days</b>	<b>Thereafter</b>	
<b>4F4000</b>	<b>4. CURLS AND LOGS</b>	Running	Per Day	Per Day	Per Day	
		Days	GH¢	GH¢	GH¢	
4F4001	Curls	20	2.42	7.26	16.34	CBM
4F4002	Logs	20	2.42	7.26	16.34	CBM
<b>4F5000</b>	<b>5. DANGEROUS GOODS IN CONTAINERS</b>		<b>Free</b>	<b>Rent Chargeable Period</b>		
		DG	Storage	<b>First 5 Days</b>	<b>Next 5 Days</b>	<b>Thereafter</b>
		Group	Period	PER TEU	PER TEU	PER TEU
	<b>a. IMPORT/EXPORT</b>		Days	GHC	GHC	GHC
4F5001	Explosives	I	Nil	33.41	54.29	65.15
4F5002	Flammable and Poisonous Gases	I	Nil	25.06	44.79	57.00
4F5003	Oxidizing Substances and Organic Peroxides	I	Nil	25.06	44.79	57.00
4F5004	Radioactive Substances	I	Nil	33.41	54.29	65.15
4F5005	Flammable Liquids	II	5	19.68	35.97	48.86
4F5006	Flammable Gases	II	5	19.68	35.97	48.86
4F5007	Toxic and Infectious Substances	II	5	19.68	35.97	48.86
4F5008	Corrosive Substances	II	5	19.68	35.97	48.86
4F5009	Miscellaneous Dangerous Substances and Articles	II	5	19.68	35.97	48.86
<b>4F5000</b>	<b>5. DANGEROUS GOODS IN CONTAINERS</b>	DG	<b>Free</b>	<b>Rent Chargeable Period</b>		
		Group	<b>Free</b>	<b>First 5 Days</b>	<b>Next 5 Days</b>	<b>Thereafter</b>
	<b>b. TRANSIT/TRANSHIPMENT</b>		<b>Days</b>	<b>PER TEU</b>	<b>PER TEU</b>	<b>PER TEU</b>
				<b>US\$</b>	<b>US\$</b>	<b>US\$</b>
4F5010	Explosives	I	Nil	13.50	23.50	33.00
4F5011	Flammable and Poisonous Gases	I	Nil	11.00	17.50	28.00
4F5012	Oxidizing Substances and Organic Peroxides	I	Nil	11.00	18.00	28.00
4F5013	Radioactive Substances	I	Nil	13.50	23.50	33.00
4F5014	Flammable Liquids	II	5	9.00	14.00	22.00
4F5015	Flammable Gases	II	5	9.00	14.00	22.00
4F5016	Toxic and Infectious Substances	II	5	9.00	14.00	22.00
4F5017	Corrosive Substances	II	5	9.00	14.00	22.00
4F5018	Miscellaneous Dangerous Substances and Articles	II	5	9.00	14.00	22.00
<b>4F6000</b>	<b>6. MONITORING OF DANGEROUS GOODS IN CONTAINERS</b>	<b>IMPORT</b>		<b>EXPORT</b>	<b>TRANSHIPMENT</b>	<b>TRANSIT</b>
		<b>PER BOX</b>		<b>PER BOX</b>	<b>PER BOX</b>	<b>PER BOX</b>
		<b>PER DAY</b>		<b>PER DAY</b>	<b>PER DAY</b>	<b>PER DAY</b>
		<b>GHC</b>		<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
4F6001	DG Group I Containers in Stack	6.11		5.45	3.50	3.50
4F6002	DG Group II Containers in Stack	4.07		3.63	2.00	2.00

<b>4G0000</b>	<b>G. RECEIPT AND DELIVERY - LABOUR CHARGES</b>		
<b>4G1000</b>	<b>1. LABOUR OVERTIME CHARGES FOR SHIP RELATED SHORE OPERATIONS</b>		
	<b>a. CONVENTIONAL CARGO:</b>	<b>PER TONNE US\$</b>	<b>REMARKS</b>
4G1001	Dry Bulk Bleeding and Bagged Cargo – Direct Handling	1.14	
4G1002	Dry Bulk Bleeding and Bagged Cargo – Indirect Handling	1.14	
4G1003	Unitised Cargo – Direct Handling	0.57	
4G1004	Unitised Cargo – Indirect Handling	0.57	
4G1005	All Other Conventional Cargoes - Direct Handling	0.57	
4G1006	All Other Conventional Cargoes - Indirect Handling	0.57	
	<b>b. BIBO OPERATION</b>		
4G1007	Direct Handling	1.10	
4G1008	Indirect Handling	1.10	
	<b>c. UNPACKED VEHICLE:</b>		
4G1009	Direct Delivery of unpacked vehicles	1.62	
4G1010	Indirect Delivery of unpacked vehicles	1.62	
<b>4G2000</b>	<b>2. DELAYS, IDLE TIME AND STAND-BY CHARGES FOR SHIP RELATED SHORE OPERATIONS</b>	<b>PER HOUR US\$</b>	
4G2001	Per Docker	3.41	
4G2002	Per Support Staff	4.54	
<b>4G3000</b>	<b>3. LABOUR OVERTIME AND EXTRA SERVICE CHARGES FOR STORAGE RELATED ACTIVITIES</b>	<b>PER NORMAL DUTY TIME OF 8 HOURS</b>	<b>PER HOUR OF OVER TIME OR EXTRA SERVICE</b>
		<b>GHC</b>	<b>GHC</b>
4G3001	Per Shore Gang of 9 Men	455.88	114.84
4G3002	Per Docker	49.88	12.76
4G3003	Per Support Staff	63.80	16.24
<b>4H0000</b>	<b>I. PASSENGER AND LIVESTOCK CHARGES:</b>	<b>PER TONNE</b>	<b>PER UNIT</b>
4H1001	<b>1. HANDLING OF PASSENGER BAGGAGE</b>	<b>GHC</b>	<b>US\$</b>
4IH002	Embarking/Disembarking Passenger	33.64	--
4IH003	Transiting Passenger	--	8.11
	<b>2. HANDLING OF LIVESTOCK</b>		
4H2001	Imports/Exports	61.48	--
4IH002	Transit/Transhipment	--	24.34

	<b>FIFTH SCHEDULE – HIRE OF CRAFT AND EQUIPMENT</b>		
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<b>5A0000</b>	<b>A. HIRE OF FLOATING CRAFT</b>	<b>Per Hour</b>	
5A1001	<b>1. TUG BOAT</b>	<b>US\$</b>	<b>Remarks</b>
5A1002	Up to 2000 KW	1,026.48	Within Port
5A1003	Up to 2000 KW	1,539.20	Outside Port
5A1004	2001 - 3000 KW	1,282.84	Within Port
5A1005	2001 - 3000 KW	1,924.00	Outside Port
5A1006	3001 - 4000 KW	1,603.16	Within Port
5A1007	3001 - 4000 KW	2,405.00	Outside Port
5A1008	4001 - 5000 Kw	2,004.08	Within Port
5A1009	4001 - 5000 KW	3,006.12	Outside Port
5A1010	Above 5000 KW	2,504.84	Within Port
5A1011	Above 5000 KW	3,757.52	Outside Port

**Note:** Hire of Conventional/ASD Tug Boats for salvage operations or to assist the operation of Floating Storage Units shall attract double the rates specified here. See G (13) Page 64 in the Terms and Conditions

<b>5A2000</b>	<b>2. LIGHTER TUG</b>	<b>US\$</b>	<b>Remarks</b>
5A2001	Up to 100 KW	105.04	Within Port
5A2002	Up to 100 KW	140.40	Outside Port
5A2003	101 - 200 KW	131.56	Within Port
5A2004	101 - 200 KW	197.08	Outside Port
5A2005	201 - 300 KW	164.32	Within Port
5A2006	201 - 300 KW	246.48	Outside Port
5A2007	Above 300 KW	205.40	Within Port
5A2008	Above 300 KW	307.84	Outside Port
<b>5A3000</b>	<b>3. MOORING LAUNCH</b>	<b>US\$</b>	<b>Remarks</b>
5A3001	Up to 50 KW	105.04	Within Port
5A3002	Up to 50 KW	140.40	Outside Port
5A3003	Above 50 KW	132.08	Within Port
5A3004	Above 50 KW	177.84	Outside Port
<b>5A4000</b>	<b>4. PILOT LAUNCH</b>	<b>US\$</b>	<b>Remarks</b>
5A4001	UP TO 200 KW	204.88	Within Port
5A4002	UP TO 200 KW	273.52	Outside Port
5A4003	201 - 300 KW	256.36	Within Port
5A4004	202 - 300 KW	345.80	Outside Port
5A4005	301 - 400 KW	320.32	Within Port
5A4006	302 - 400 KW	432.64	Outside Port
5A4007	401 - 500 KW	400.40	Within Port
5A4008	402 - 500 KW	540.28	Outside Port
5A4009	Above 500 KW	500.24	Within Port
5A4010	Above 500 KW	675.48	Outside Port



<b>FIFTH SCHEDULE – HIRE OF CRAFT AND EQUIPMENT</b>			
<b>5A0000</b>	<b>A. HIRE OF FLOATING CRAFT</b>	<b>Per Hour</b>	
<b>5A5000</b>	<b>5. PERSONNEL LAUNCH</b>	<b>US\$</b>	<b>Remarks</b>
5A5001	Per Personnel Launch	182.00	Within Port
5A5002	Per Personnel Launch	267.28	Outside Port
<b>5A6000</b>	<b>6. HIRE OF DIVING PONTOON</b>		
5A6001	Diving Pontoon	1,400.67	Within Port
5A6002	Diving Pontoon	2,101.01	Outside Port
<b>5A7000</b>	<b>7. LIGHTER/BARGE</b>	<b>US\$</b>	<b>Remarks</b>
7A7001	Lighter/Barge Without Crew	66.56	Within Port
5A7002	Lighter/Barge Without Crew	99.84	Outside Port
5A7003	Lighter/Barge With Crew	99.84	Within Port
5A7004	Lighter/Barge With Crew	148.72	Outside Port
5A7005	Flat-top Lighter Without Crew	94.64	Within Port/
5A7006	Flat-top Lighter Without Crew	142.48	Outside Port
5A7007	Flat-top Lighter With Crew	142.48	Within Port
5A7008	Flat-top Lighter With Crew	213.20	Outside Port
<b>Notes:</b> See Condition G (1) to (21) at Pages 63 and 64 General Terms and Conditions for the Hire of Floating Craft and Equipment. "Within Port" refers to the enclosed Harbor Basin. "Outside Port" refers to locations outside the enclosed Harbour Basin. Minimum charge for hire of floating craft is two hours for locations "Within Port" and four hours for locations "Outside Port".			

<b>5B0000</b>	<b>B. HIRE OF MOBILE CRANES</b>	<b>PER HOUR</b>	
		<b>US\$</b>	<b>REMARKS</b>
5B1001	Up to 15 Tonnes SWL	120.12	Within Port
5B1002	Up to 15 Tonnes SWL	149.97	Outside Port
5B1003	16 – 30 Tonnes SWL	129.58	Within Port
5B1004	16 – 30 Tonnes SWL	162.34	Outside Port
5B1005	31 – 45 Tonnes SWL	141.96	Within Port
5B1006	31 – 45 Tonnes SWL	177.63	Outside Port
5B1007	46 – 60 Tonnes SWL	160.16	Within Port
5B1008	46 – 60 Tonnes SWL	201.66	Outside Port
5B1009	61 – 75 Tonnes SWL	209.66	Within Port
5B1010	61 – 75 Tonnes SWL	262.81	Outside Port
5B1011	76 – 90 Tonnes SWL	272.27	Within Port
5B1012	76 – 90 Tonnes SWL	338.52	Outside Port
5B1013	91 - 150 Tonnes SWL	308.67	Within Port
5B1014	91 – 150 Tonnes SWL	382.20	Outside Port
5B1015	Above 150 Tonnes SWL	767.31	Within Port
5B1016	Above 150 Tonnes SWL	906.00	Outside Port
5B1017	Mobile Harbour Crane (MHC)	2,600.00	Within Port Only

	<b>FIFTH SCHEDULE – HIRE OF CRAFT AND EQUIPMENT</b>		
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<b>5C0000</b>	<b>C. HIRE OF LIFT TRUCKS, TRACTORS AND TRAILERS</b>		
<b>5C1000</b>	<b>1. FREIGHT LIFTERS</b>	<b>PER HOUR US\$</b>	
5C1001	28 - 32 Tonnes SWL	182.00	Within Port
5C1002	28 - 32 Tonnes SWL	219.13	Outside Port
5C1003	40 Tonnes SWL	248.25	Within Port
5C1004	40 Tonnes SWL	302.12	Outside Port
5C1005	45 Tonnes SWL	347.26	Within Port
5C1006	45 Tonnes SWL	416.42	Outside Port
<b>5C2000</b>	<b>2. FORKLIFT TRUCKS</b>		
5C2001	Under 3 Tonnes SWL	20.38	Within Port
5C2002	Under 3 Tonnes SWL	24.02	Outside Port
5C2003	3 – 4 Tonnes SWL	29.12	Within Port
5C2004	3 – 4 Tonnes SWL	36.40	Outside Port
5C2005	5 – 7 Tonnes SWL	37.13	Within Port
5C2006	5 – 7 Tonnes SWL	47.32	Outside Port
5C2007	8 – 9 Tonnes SWL	48.78	Within Port
5C2008	8 – 9 Tonnes SWL	61.15	Outside Port
5C2009	10 – 16 Tonnes SWL	104.10	Within Port
5C2010	10 – 16 Tonnes SWL	126.67	Outside Port
5C2011	17 - 27 Tonnes SWL	137.59	Within Port
5C2012	17- 27 Tonnes SWL	171.81	Outside Port
<b>5C3000</b>	<b>3. TRACTORS:</b>		
5C3001	RO-RO Tractors	62.61	Within Port
5C3002	RO-RO Tractors	74.26	Outside Port
5C3003	Tow Tractors	38.58	Within Port
5C3004	Tow Tractors	48.78	Outside Port
<b>5C4000</b>	<b>4. TRAILERS AND ACCESSORIES:</b>		
5C4001	Terminal & RO-RO Trailers (20 feet)	10.07	Within Port
5C4002	Terminal & RO-RO Trailers (20 feet)	15.11	Outside port
5C4003	Terminal & RO-RO Trailers (40 feet)	15.11	Within Port
5C4004	Terminal & RO-RO Trailers (40 feet)	16.37	Outside port
5C4005	Goose Neck	10.07	Within Port
5C4006	Goose Neck	15.11	Outside Port
<b>5 D1000</b>	<b>D. HIRE OF TRUCKS:</b>		
5 D1001	Refuse Truck & Water Tanker	38.48	Within Port
5 D0002	Refuse Truck & Water Tanker	46.80	Outside port
5 D0003	Vacuum Truck	52.00	Within Port
5 D0004	Vacuum Truck	64.48	Outside Port

<b>FIFTH SCHEDULE – HIRE OF CRAFT AND EQUIPMENT</b>			
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<b>5E1000</b>	<b>E. HIRE OF GRABS</b>	<b>PER DAY US\$</b>	<b>REMARKS</b>
5E2001	Grab Up To 3 Tonnes Capacity	286.00	Per Day or part thereof
5E2002	Grab Above 3 Tonnes and Up to 5 Tonnes	550.00	
5E2003	Grab Above 5 Tonnes and Up to 10 Tonnes	1,500.00	
5E2004	Grab Above 10 Tonnes Capacity	2,500.00	
<b>5F1000</b>	<b>F. HIRE OF CONTAINER SPREADER</b>		
5F1001	20' Container Spreader	286.00	Per Day or part thereof
5F1002	40' Container Spreader	572.00	
<b>5G1000</b>	<b>G. HIRE OF AMBULANCE:</b>	<b>PER HOUR US\$</b>	<b>REMARKS</b>
5G1001	Ambulance and a Nurse	64.48	Per Hour or Part thereof.

**Note:** Minimum charge for Ambulance and Nurse is US\$300.00. Additional Nurse to attract additional US\$25.00 Per Nurse Per Hour.

<b>CODE</b>	<b>H. HIRE FIRE FIGHTING EQUIPMENT</b>	<b>PER HOUR US\$</b>	<b>REMARKS</b>
<b>5H1000</b>	<b>1. FIRE TENDER AND CREW:</b>		
5H1001	Fire Appliance – Attendance	104.00	Within Port
5H1002	Fire Appliance – Attendance	156.00	Outside of Port
5H1003	Fire Appliance – Stand-by	104.00	Within Port
5H1004	Fire Appliance – Stand-by	156.00	Outside Port

<b>CODE</b>	<b>H. HIRE FIRE FIGHTING EQUIPMENT</b>	<b>PER HOUR US\$</b>	<b>REMARKS</b>
<b>5H2000</b>	<b>2. HAND APPLIANCE AND FIREMAN</b>		
5H2001	Hire of Fire Appliance – Stand-by	18.72	Within the Port
5H2002	Hire of Fire Appliance – Stand-by	29.12	Within the Port
<b>5H3000</b>	<b>3. PORTABLE PUMP AND ACCESSORIES</b>		
5H3001	Hire of Portable Pump – Attendance	52.00	Within Port
5H3002	Hire of Portable Pump – Attendance	62.40	Outside the Port
5H3003	Hire of Portable Pump – Stand-by	52.00	Within Port
5H3004	Hire of Portable Pump – Stand-by	62.40	Outside the Port
<b>5H4000</b>	<b>4. HEAVY DUTY PUMP AND ACCESSORIES</b>		
5H4001	Hire of Heavy Duty Pump – Attendance	72.80	Within Port
5H4002	Hire of Heavy Duty Pump – Attendance	104.00	Outside the Port
5H4003	Hire of Heavy Duty Pump – Stand-by	72.80	Within Port
5H4004	Hire of Heavy Duty Pump – Stand-by	104.00	Outside the Port
<b>5H5000</b>	<b>5. CONFINED SPACE ATTENDANCE</b>		
5H5001	Per Fireman	28.08	Within Port
5H5002	Per Fireman	56.16	Outside the Port

	<b>FIFTH SCHEDULE – HIRE OF CRAFT AND EQUIPMENT</b>		
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<b>5H6000</b>	<b>6. FIRE MONITORING/ SUPERVISION</b>		
5H6001	Monitoring with Fire Tender and Crew	104.00	Within Port
5H6002	Monitoring by Fireman without Fire Tender	18.72	Within Port
5H6003	Monitoring with Fire Tender and Crew	130.00	Outside the Port
5H6004	Monitoring by Fireman without Fire Tender	26.00	Outside the Port
<b>5H7000</b>	<b>7. TAKORADI OIL JETTY - STAND-BY AND MONITORING CHARGES</b>		
5H7001	Oil Discharge Operations	104.00	Stand-by/Monitoring with Fire Tender, Accessories and Crew
5H7002	LPG/LNG Discharge Operations	112.84	
<b>5H8000</b>	<b>1. LEASE OF PORTABLE FIRE APPLIANCE</b>	<b>PER MONTH US\$</b>	Installation, Training and Maintenance
5H8001	Per Hand Appliance	10.40	

<b>5H9000</b>	<b>2. SERVICING OF PORTABLE FIRE APPLIANCE</b>	<b>PER UNIT US\$</b>	
5H9001	5 Kg Hand Appliance	24.96	Includes Labour and Materials
5H9002	9 Kg Hand Appliance	31.20	
5H9003	12 Kg Hand Appliance	36.40	

	<b>FIFTH SCHEDULE – HIRE OF CRAFT AND EQUIPMENT</b>		
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<b>5I0000</b>	<b>I. HIRE OF GEARS</b>	<b>PER DAY US\$</b>	<b>REMARKS</b>
5I1001	Anvil	11.63	Per Day or Part Thereof
5I1002	B210 Wire slings/Gear - 60 Tonnes (Set)	34.88	
5I1003	B210 Wire slings/Gear – 80 Tonnes (Set)	46.51	
5I1004	B210 Wire slings/Gear-160 T (Set)	88.37	
5I1005	Bale Hooks	9.07	
5I1006	Battery Trolley	11.63	
5I1007	Bob Cat Net	24.42	
5I1008	Bob Cat (Skid Steer)	2,800.00	
5I1009	Booster Gear/Sling – 20’	12.21	
5I1010	Booster Gear/Sling – 40’	12.21	
5I1011	Brooms	1.00	
5I1012	Brushes	1.00	
5I1013	Bulldog Clips	2.33	

<b>5I0000</b>	<b>I. HIRE OF GEARS</b>	<b>PER DAY US\$</b>	<b>REMARKS</b>
5I1014	Canvas slings	13.95	
5I1015	Car Hooks	9.07	
5I1016	Car Slings	17.79	
5I1017	Car Towing Slings	13.60	
5I1018	Cargo Bridle	9.07	
5I1019	Cargo Nets	13.60	
5I1020	Case board	15.60	
5I1021	Case board leg	5.73	
5I1022	Chain	14.68	
5I1023	Chain slings Above 10 Tonnes	23.26	
5I1024	Chain slings Up to 10 Tonnes	18.60	
5I1025	Clamp Type Pallet Lift Gear	17.79	
5I1026	Clamp Type Paper Reel Gear	17.79	
5I1027	Clamp Type Steel Plate	35.23	
5I1028	Cocoa Hooks (Wire-Twos)	9.07	
5I1029	Drum hooks	9.42	
5I1030	Drums Hooks – Rope Device	12.94	
5I1031	Electric heat blower	9.07	
5I1032	Forklift Lifting Device	13.95	
5I1033	Forklift Truck Spreader Bar	13.95	
5I1034	Fridge Gloves	2.33	
5I1035	Hammer	3.49	
5I1036	Hammer Locks	4.40	
5I1037	Hand Gloves - Cotton	1.00	
5I1038	Hand Gloves - Rigger	1.00	
5I1039	Hand Trucks	27.91	
5I1040	Heavy Lift Wire (10 Tonnes)	35.58	
5I1041	Heavy Lift Wire (5 - 10 Tonnes)	31.05	
5I1042	Knives	31.05	
5I1043	Lifting Belt	11.63	
5I1044	Lorry Slings	35.23	
5I1045	Lorry Spreader	43.95	
5I1046	Man Cage	23.26	
5I1047	Metal Ladder	9.30	
5I1048	Pallets	20.98	

<b>5I0000</b>	<b>I. HIRE OF GEARS</b>	<b>PER DAY US\$</b>	<b>REMARKS</b>
5I1049	Pipe Hooks	5.93	
5I1050	Rope Slings	5.93	
5I1051	Round Boards	195.59	
5I1052	Rubber boots	6.19	
5I1053	Safety Nets	13.60	
5I1054	Salt Sling	5.93	
5I1055	Shackles (above 5 tonnes)	6.10	
5I1056	Shackles (up to 5 tonnes)	6.10	
5I1057	Sharpening Machine	12.94	
5I1058	Shovels	3.78	
5I1059	Spear	6.19	
5I1060	Spikes	4.65	
5I1061	Steel wire protectors	6.10	
5I1062	Tag lines (Any length)	4.65	
5I1063	Tarpaulins	23.26	
5I1064	Truck Towing Bar	9.07	
5I1065	Twist lock (Bar)	27.91	
5I1066	Wire cutter	9.30	
5I1067	Wire Fours	9.30	
5I1068	Wire Net Slings	9.30	
5I1069	Wire Strops	9.30	
5I1070	Wire with Container Hook	23.26	
5I1071	Wire with Twist Lock	29.07	

## SIXTH SCHEDULE: CHARGES FOR SMALL CRAFT AND SUPPORT/SUPPLY VESSELS

For the purpose of this Schedule, a Support/Supply Vessel is a craft that is licensed by GPHA to undertake operational activities within the limits of the ports. Operational activity here includes transport of crew, personnel, cargo, materials, stores, fuel, water, equipment, etc. All craft operating within the limits of the port, including the operators of such craft, shall be licensed by GPHA and their operations shall be limited to their own or agency vessels. Support and supply vessels operating in Ghanaian coastal waters i.e. outside the port limits shall be excluded from this Schedule. The applicable tariffs for such vessels are Schedule 9.

CODE	DESCRIPTION	LENGTH OVERALL OF VESSEL IN METRES					REMARKS
		Up to 15 m	16 to 30m	31 - 60m	61 - 90m	Above 90m	
<b>6A1000</b>	<b>A. Licence Fees</b>						
6A1001	Licence Fees	790.40	1,046.24	1,569.36	2,354.56	3,531.84	Per Annum Per Craft
<b>6B1000</b>	<b>B. Port Dues</b>						
6B1001	Vessel Dues	208.00	520.00	780.00	1,170.00	1,755.52	Per Annum Per Craft
6B1002	Light Dues	314.60	449.28	673.40	1,009.84	1,515.28	
6B1003	Conservancy Dues	314.60	449.28	538.72	646.36	775.84	
<b>6C1000</b>	<b>C. Operational Charges</b>						
6C1001	Pilotage	312.00	374.40	561.08	841.36	1,366.56	Per Month or Part Thereof
C1002	Towage	374.40	560.82	841.36	1,262.04	1,892.80	
6C1003	Mooring/Unmooring Charges	83.20	149.76	224.64	336.96	505.44	
6C1004	Berth Occupancy Charges	520.00	747.76	1,122.16	1,682.72	2,524.08	

**Notes:**

1. Dump barges and vessels of less than 10 metres are exempted from payment of Conservancy Dues, Pilotage and Towage.
2. Operators of Support and Supply vessels which ply the waters within the port limits shall be licensed by GPHA in addition to the craft.

<b>CODE</b>	<b>SEVENTH SCHEDULE: TEMA FISHING HARBOUR CHARGES</b>
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The Schedule for Tema Fishing Harbour shall apply to Ghanaian Registered Fish Vessels calling at the Tema Fishing Harbour only. Foreign registered vessels calling at the Tema Fishing Harbour shall be charged as per the Tariffs for the Main Commercial Ports. Ghanaian Registered Fishing Vessels calling at the Main Commercial Ports shall pay the appropriate tariffs for the Main Commercial Ports.

<b>7A0000</b>	<b>A. VESSEL HANDLING</b>	<b>FIRST 24 HOURS OR PART THEREOF</b>	<b>EVERY SUBSEQUENT 12 HOURS OR PART THEREOF</b>
<b>7A1000</b>	<b>1. HARBOUR RENT</b>	<b>US\$</b>	<b>US\$</b>
7A1001	Vessel LOA up to 30 metres	12.48	8.84
7A1002	Vessel LOA Above 30 meters and Up to 40 metres	23.92	16.64
7A1003	Vessel LOA Above 40 metres and Up to 50 metres	35.36	25.48
7A1004	Vessel LOA Above 50 metres and Up to 60 metres	47.32	29.64
7A1005	Vessel LOA Above 60 metres and Up to 70 metres	59.28	35.36
7A1006	Vessel LOA Above 70 metres	70.72	40.56

		<b>PER MOVEMENT</b>	<b>REMARKS</b>
<b>7A2000</b>	<b>2. PILOTAGE CHARGES</b>	<b>US\$</b>	
7A2001	Vessels up to 100 GT	17.68	
7A2002	Vessels above 100 GT and up to 150 GT	28.08	
7A2003	Vessels above 150 GT and up to 200 GT	38.48	
7A2004	Vessels above 200 GT and up to 250 GT	48.88	
7A2005	Vessels above 250 GT and up to 300 GT	59.28	
7A2006	Vessels with GT above 300	69.68	
		<b>PER MOVEMENT</b>	<b>REMARKS</b>
<b>7A3000</b>	<b>3. TOWAGE</b>	<b>US\$</b>	
7A3001	Vessels up to 100 GT	23.40	
7A3002	Vessels above 100 GT and up to 150 GT	39.52	
7A3003	Vessels above 150 GT and up to 200 GT	56.16	
7A3004	Vessels above 200 GT and up to 250 GT	71.76	
7A3005	Vessels above 250 GT and up to 300 GT	88.40	
7A3006	Vessels with GT above 300	104.52	



<b>Code</b>	<b>SEVENTH SCHEDULE: TEMA FISHING HARBOUR CHARGES</b>		
<b>7A4000</b>	<b>4. MOORING/UNMOORING CHARGES</b>	<b>PER GT US\$</b>	<b>REMARKS</b>
7A4001	Vessels up to 100 GT	23.40	
7A4002	Vessels above 100 GT and up to 150 GT	26.52	
7A4003	Vessels above 150 GT and up to 200 GT	29.64	
7A4004	Vessels above 200 GT and up to 250 GT	32.24	
7A4005	Vessels above 250 GT and up to 300 GT	35.88	
7A4006	Vessels with GT above 300	38.48	
<b>7A5000</b>	<b>5. SHIFTING CHARGES</b>	<b>PER MOVEMENT US\$</b>	
7A5001	Vessels up to 100 GT	155.48	
7A5002	Vessels above 100 GT and up to 150 GT	199.16	
7A5003	Vessels above 150 GT and up to 200 GT	242.84	
7A5004	Vessels above 200 GT and up to 250 GT	286.52	
7A5005	Vessels above 250 GT and up to 300 GT	330.20	
7A5006	Vessels with GT above 300	373.88	
<b>7B0000</b>	<b>B. PORT DUES ON CARGO</b>	<b>PER TONNE</b>	
7B1001	<b>1. LOCAL CATCH:</b>	<b>US\$</b>	
7B1002	Unpacked Tuna Fish	3.12	
7B1003	Carton Fish	3.12	
7B2000	<b>2. FOREIGN CATCH:</b>		
7B2001	Unpacked Tuna	3.64	
7B2002	Carton Fish	3.64	
7B2003	Frozen Meat	3.64	
<b>7C0000</b>	<b>C. STEVEDORE ROYALTY</b>	<b>PER TONNE</b>	
		<b>US\$</b>	
7C1001	Frozen Fish/Meat	2.60	
<b>7D0000</b>	<b>D. PORT SERVICES</b>	<b>PER TONNE US\$</b>	
7D1001	1. Supply Of Fresh Water		
	Supply of fresh water- local vessel	13.20	
	Supply of fresh water- foreign vessel	16.50	
<b>7D2000</b>	<b>2. PIPELINE LEVY</b>	<b>PER MONTH US\$</b>	<b>REMARKS</b>
7D2001	1. Pipeline Levy	361.92	
<b>7E1000</b>	<b>E.LIGHT DUES</b>	<b>PER GT PER QUARTER US\$</b>	
7E1001	All Vessels	0.10	

<b>Code</b>	<b>SEVENTH SCHEDULE: TEMA FISHING HARBOUR CHARGES</b>		
<b>7F1000</b>	<b>F.FIRE FIGHTING AND STAND-BY</b>	<b>PER HOUR</b>	<b>REMARKS</b>
7F1000	<b>1. Hire of Fire Appliance</b>	US\$	Per Fireman
7F1001	Attendance at Hot works	26.00	
7F1002	Stand-by [ Day Shift]	15.60	
7F1003	Stand-by [Night Shift]	26.00	
7F2000	<b>2. Hire of Portable Pumps</b>		
7F2001	Stand-by at Bunkering Points	6.24	
7F3000	<b>3. Confined Space Attendance</b>		
7F3001	Per Fireman	28.08	
7F4000	<b>4. FIRE MONITORING/SUPERVISION</b>		
7F4001	Monitoring with Fire Tender and Crew	78.00	
7F4002	Monitoring by Fireman without Fire Tender	15.60	

<b>EIGHTH SCHEDULE: CHARGES FOR OIL RIGS, PRODUCTION PLATFORMS AND CRAFT OF UNUSUAL CHARACTERISTICS</b>			
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This Schedule of the Tariff is applicable to Oil Rigs, Oil/Gas Production Platforms and all Craft of Unusual Characteristics whether they from deep-sea or deployed in the coastal waters of Ghana. Craft of unusual characteristics are any craft that has an unusual hull design or irregular features that render port manoeuvring difficult.

<b>8A0000</b>	<b>A. OIL RIGS</b>	<b>PER DAY PER GT</b>	
<b>8A1000</b>	<b>1. BERTH OCCUPANCY</b>	<b>US\$</b>	
8A1001	Swamp Drill Barge	0.50	
8A1002	Drill Ship	0.50	
8A1003	Jack Up Rig	0.50	
8A1004	Semi-Submersible Drill Craft	1.00	

<b>8A2000</b>	<b>2. PILOTAGE</b>	<b>PER HOUR PER GT US\$</b>	
8A2001	Swamp Drill Barge	0.50	
8A2002	Drill Ship	0.50	
8A2003	Jack Up Rig	0.50	
8A2004	Semi-Submersible Drill Craft	0.50	

<b>8A3000</b>	<b>3. TOWAGE</b>	<b>PER TUG HOUR PER GT US\$</b>	
8A3001	Swamp Drill Barge	0.50	
8A3002	Drill Ship	0.50	
8A3003	Jack Up Rig	0.50	
8A3004	Semi-Submersible Drill Craft	0.50	

<b>8A4000</b>	<b>4. MOORING/UNMOORING</b>	<b>PER HOUR PER GT US\$</b>	
8A4001	Swamp Drill Barge	0.50	
8A4002	Drill Ship	0.50	
8A4003	Jack Up Rig	0.50	
8A4004	Semi-Submersible Drill Craft	0.50	

<b>B. PRODUCTION PLATFORMS AND CRAFT OF UNUSUAL CHARACTERISTICS OTHER THAN OIL RIGS</b>			
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<b>8B1000</b>	<b>1. VESSEL HANDLING</b>	<b>PER GT US\$</b>	
8B1001	Berth Occupancy	0.50	
8B1002	Pilotage	0.50	
8B1003	Towage	0.50	
8B1004	Mooring/Unmooring Charge	0.50	

<b>EIGHTH SCHEDULE: CHARGES FOR OIL RIGS, PRODUCTION PLATFORMS AND CRAFT OF UNUSUAL CHARACTERISTICS</b>			
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<b>B. PRODUCTION PLATFORMS, AND CRAFT OF UNUSUAL CHARACTERISTICS OTHER THAN OIL RIGS</b>			
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<b>8B2000</b>	<b>2. LIGHT DUES</b>	<b>PER GT US\$</b>	
8B2001	Swamp Drill Barge & Drill Ship	0.25	
8B2002	Jack Up Drills & Semi-Submersible Drill Craft	0.50	
8B2003	Vessel of Unusual Characteristics other than Oil Rig	0.50	Including Production Platforms

<b>8B3000</b>	<b>3. LAY-BY CHARGES - MIDSTREAM</b>	<b>FIRST 90 DAYS PER GT PER DAY US\$</b>	<b>THEREAFTER PER GT PER DAY US\$</b>
8B3001	Swamp Drill Barge	0.25	0.50
8B3002	Drill Ship	0.25	0.50
8B3003	Jack Up Drills	0.25	0.50
8B3004	Vessel of Unusual Characteristics other than Oil Rig	0.25	0.50

**Note:**

1. The Layby Charges are applicable to Oil Rigs, Production Platforms and similar craft which are stemmed at mid-stream i.e. away from the quayside but within the sheltered area of the harbour and are undergoing repair or maintenance.
2. Shifting of Oil Rigs, Production Platforms and Craft of Unusual Characteristics shall be charge per the rates for normal movement.

## NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS

These Tariffs are applicable to Operators in the Offshore Oil and Gas Sector who operate Support and Supply Vessels or use the facilities and services of the Ports to support oil exploration, drilling and production operations in Ghana's coastal waters and beyond. All Operators in the Oil and Gas Industry using the facilities and services of the Port are required to obtain a GPHA VENDOR APPROVAL and OPERATING PERMIT.

<b>9A1000</b>	<b>1. VESSEL DUES</b>	<b>PER GT</b>	
		<b>US\$</b>	
This charge is for the use of the general port facilities by vessels and applies to all vessels working in the Oil and Gas Services Sector calling at the Port. The charge is to the account of the ship.			
9A1001	Vessels up 1,000 Gross Tons (GT)	0.52	
9A1002	Vessels Between 1,101 and 1,500 GT	1.04	
9A1003	Vessels Above 1,500 GT	1.04	
<b>9A2000</b>	<b>2. CROSS QUAY CHARGES</b>		
This charge shall apply to all cargo/materials/equipment passing over or through any Berth or Wharf of the Authority as supplied, discharged from and or loading unto a Supply/Support Vessel.			
	DESCRIPTION	PER TONNE	PER UNIT
		US\$	--
9A2001	Liquid Bulk Cargo	8.32	--
9A2002	Dry Bulk Cargo	8.32	--
9A2003	General Cargo	8.32	--
9A2004	Stuffed Skip less than 10 Tonne Capacity	--	150.80
9A2005	Empty Skip less than 10 Tonne Capacity	--	23.92
9A2006	Stuffed Skip 10 - 20 Tonne Capacity	--	187.20
9A2007	Empty Skip 10 - 20 Tonne Capacity	--	28.08
9A2008	Stuffed Skip Above 20 Tonne Capacity	--	196.56
9A2009	Empty Skip Above 20 Tonne Capacity	--	32.76
9A2010	20' Stuffed Container	--	57.20
9A2011	20' Empty Container	--	33.28
9A2012	40' Stuffed Container	--	84.24
9A2013	40' Empty Container	--	46.80
<b>9A3000</b>	<b>3. SHIP TO SHIP CARGO TRANSFERS</b>		
This is applicable to the loading and/or pumping of cargo (general, bulk, etc. ) from ship to ship/barge, receptacle, including but not limited to drilling and completion fluids, cement, chemicals, barite, bentonite, base oils, equipment, tools, catering, waste materials not in skips/containers, drill pipe and casings and sub-sea equipment			
	DESCRIPTION	PER TONNE	PER UNIT
		US\$	US\$
9A3001	Liquid Bulk	4.16	--
9A3002	Dry Bulk	4.16	--
9A3003	General Cargo	4.16	--
9A3004	20' Stuffed Container	--	75.92
9A3005	20' Empty Container	--	12.48
9A3006	40' Stuffed Container	--	93.60
9A3007	40' Empty Container	--	14.56
9A3008	Stuffed Skip less than 10 Tonne Capacity	--	98.80

## NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS

	DESCRIPTION	PER TONNE (US\$)	PER UNIT(US\$)
9A3009	Empty Skip less than 10 Tonne Capacity	--	16.64
9A3010	Stuffed Skip 10 - 20 Tonne Capacity	--	29.12
9A3011	Empty Skip 10 - 20 Tonne Capacity	--	16.64
9A3012	Stuffed Skip Above 20 Tonne Capacity	--	42.64
9A3013	Empty Skip Above 20 Tonne Capacity	--	23.92
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<b>9A4000</b>	<b>4. PUMPED MATERIAL</b>		
This is applicable to dry and liquid bulk materials that is pumped to or from trucks and silos on shore.			
	DESCRIPTION	PER TONNE	
		US\$	
9A4001	a) From truck to silos	4.16	
9A4002	b) From silos to truck	4.16	
9A4003	c) From truck to truck	4.16	
<b>9A5000</b>	<b>5. GATE FEES</b>		
This is applicable to all classes of oil and gas services related cargo exiting the Port.			
	DESCRIPTION	PER TONNE	
		US\$	
9A5001	General Cargo	3.12	

<b>9B0000</b>	<b>B. VESSEL HANDLING CHARGES</b>		
<b>9B1000</b>	<b>1. VESSEL MOVEMENT CHARGE</b>		
This charge is for the movement of a vessel in and out of the Port. It is a composite rate and shall cover Pilotage, Towage and Mooring/Unmooring Services; and Light Dues. It shall be to the account of the vessel. The charge is per Vessel Call.			
	DESCRIPTION	PER CALL	
	<b>VESSEL MOVEMENT – BERTHING AND SAILING</b>	US\$	
9B1001	Vessels up to 75 meters	468.00	
9B1002	Vessels above 75 meters and Up to 100 meters	603.20	
9B1003	Vessels Above 100 meters	814.32	
<b>9B2000</b>	<b>2. BERTH OCCUPANCY CHARGE</b>		
This charge is for mooring/docking of a vessel at a berth alongside a quay, buoy, jetty, midstream, or alongside another vessel in the Port. It is to the account of the ship.			
	DESCRIPTION	PER DAY	
	<b>BERTH OCCUPANCY</b>	US\$	
9B2001	Support/supply vessels up to 75 meters	572.00	
9B2002	Support/supply vessels above 75 meters	676.00	
9B2003	Tugs up to 30 meters LOA	156.00	
9B2004	Tugs above 30 and less than 45 meters LOA	187.20	
9B2005	Barge up to 30 meters LOA	416.00	
9B2006	Barge above 30 and less than 45 meters LOA	624.00	
9B2007	Barge above 45 meters LOA	1,040.00	

## NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS

<b>9C0000</b>	<b>C. CARGO HANDLING CHARGES</b>			
<b>9C1000</b>	<b>1. TRANSFER OF CARGO</b>			
These rates apply to any single operation of transfer of goods from or to quayside, gate, stacking area or warehouse or any location within the Port.				
	<b>DESCRIPTION</b>	<b>PER TONNE US\$</b>	<b>PER UNIT US\$</b>	
9C1001	General cargo (Lift up to 5 Tonnes)	3.12	--	
9C1002	Heavy Lift (Lift Above 5 Tonne)	18.20	--	
9C1003	20' Stuffed Container	--	72.80	
9C1004	20' Empty Container	--	52.00	
9C1005	40' Stuffed Container	--	145.60	
9C1006	40' Empty Container	--	104.00	
9C1007	Stuffed Skip less than 10 Tonne Capacity	--	192.40	
9C1008	Empty Skip less than 10 Tonne Capacity	--	31.20	
9C1009	Stuffed Skip 10 - 20 Tonne Capacity	--	239.20	
9C1010	Empty Skip 10 - 20 Tonne Capacity	--	36.40	
9C1011	Stuffed Skip Above 20 Tonne Capacity	--	254.80	
9C1012	Empty Skip Above 20 Tonne Capacity	--	42.64	
9C1013	Dangerous Cargo (General Cargo)	18.20	--	
9C1014	20' Container Stuffed with DG	--	85.28	
9C1015	40' Container Stuffed with DG	--	120.64	

<b>9C2000</b>	<b>2. VESSEL DISCHARGING/LOADING</b>		<b>PER TONNE US\$</b>	<b>PER UNIT US\$</b>	
9C2001	General cargo		12.48	--	
9C2002	20' Stuffed Container		--	124.80	
9C2003	20' Empty Container		--	72.80	
9C2004	40' Stuffed Container		--	187.20	
9C2005	40' Empty Container		--	104.00	
9C2006	Stuffed Skip less than 10 Tonne Capacity		--	332.80	
9C2007	Empty Skip less than 10 Tonne Capacity		--	52.00	
9C2008	Stuffed Skip 10 - 20 Tonne Capacity		--	416.00	
9C2009	Empty Skip 10 - 20 Tonne Capacity		--	62.40	
9C2010	Stuffed Skip Above 20 Tonne Capacity		--	436.80	
9C2011	Empty Skip Above 20 Tonne Capacity		--	72.80	
9C2012	Dangerous Cargo – General Cargo		31.20	--	
9C2013	20' Container Stuffed with DG		--	145.60	
9C2014	40' Container Stuffed with DG		--	208.00	

## NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS

<b>9C3000</b>	<b>3. UNSTUFFING/STUFFING OF CONTAINERS</b>
	This Tariffs apply to Container Stuffing/Un-stuffing Operation performed in the stacking area or warehouse and includes labour and supervision only.

	DESCRIPTION	PER TEU US\$	
9C3001	Container Stuffed With General Goods	89.44	
9C3002	Container Stuffed with Machinery/Equipment	107.33	Including components/spares
9C3003	Container Stuffed with DG I	178.88	
9C3004	Containers Stuffed with DG II	135.20	
<b>9D0000</b>	<b>D. CHARGES FOR THE SUPPLY OF FUEL AND FRESH WATER</b>		

<b>9D1000</b>	<b>1. SUPPLY OF FUEL</b>		
This is applicable to the supply of Marine Gas Oil (MGO) and Bunker Fuels to Supply/Support Vessels			

	DESCRIPTION	PER LITRE US\$	
9D1001	Local Diesel Sale Charge (LDSC)	0.031	

<b>9D2000</b>	<b>2. SUPPLY OF WATER</b>		
This applies to the supply of Desalinated and Portable (Fresh) Water to Supply Vessels, Drill Ships, Oil Rigs, FPSOs, etc.			

	DESCRIPTION	PER M3 US\$	
9D2001	Desalinated/Portable water at Berth	22.00	
9D2002	Desalinated/Portable water to Port Facilities	22.00	
9D2003	Desalinated/Portable water by Road Tanker	26.50	
9D2004	Desalinated/Portable water supplied by Road Tanker to the Sekondi Naval Base	40.00	
9D2005	Desalinated/Portable water supplied by Barge to Outer/Inner Port	30.80	
9D2006	Desalinated/Portable water Supplied by Barge Within Port	24.20	
		<b>PER TONNE</b>	
		<b>GHC</b>	
9D2007	Desalinated/ Portable Supplied to the Local Community	15.00	



## NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS

<b>9E0000 E. FEES FOR DEDICATED EQUIPMENT</b>						
<b>9E1000 1. MOBILE CRANES</b>						
	DESCRIPTION	PER MONTH	PER WEEK	PER 10 HR PERIOD	PER HOUR	
		US\$	US\$		US\$	
9E1001	Up to 30 tonne	22,880.00	6,406.40	960.96	96.10	Rates are inclusive of operator/driver, maintenance, lube oil and fuel but exclusive of GPHA charge of 20% of chargeable rate which shall be added and collected for GPHA
9E1002	31 – 60 tonne	41,496.00	11,618.88	1,743.04	174.30	
9E1003	61 – 90 tonne	50,960.00	14,268.80	2,140.32	214.03	
9E1004	91 – 120 tonne	62,296.00	17,442.88	2,616.64	261.66	
9E1005	121– 140 tonne	74,880.00	20,966.40	3,144.96	314.50	
9E1006	141 – 220 tonne	119,600.00	33,488.00	5,023.20	502.32	
9E1007	221 – 250 tonne	156,000.00	43,680.00	6,552.00	655.20	
9E1008	251 – 300 tonne	186,160.00	52,124.80	7,818.72	781.87	
9E1009	301 – 500 tonne	442,000.00	123,760.00	18,564.00	1,856.40	
9E1010	Above 500 tonne	624,000.00	174,720.00	26,208.00	2,620.80	

<b>9E2000 2 FORKLIFT TRUCKS</b>						
	DESCRIPTION	PER MONTH	PER WEEK	PER 10 HR PERIOD	PER HR	
		US\$	US\$	US\$	US\$	
9E2001	Up to 4 tonne	7,800.00	3,666.00	550.16	55.02	Minimum of 4 Hour charge shall apply
9E2002	5 - 6 tonne	8,694.40	4,086.68	613.08	61.31	
9E2003	7 - 10 tonne	10,868.00	5,107.96	766.48	76.65	
9E2004	11 - 15 tonne	13,104.00	6,129.76	919.88	91.99	
9E2005	16 - 25 tonne	32,603.48	15,323.88	2,298.92	229.89	
9E2006	26 - 30 tonne	58,686.16	27,582.88	4,137.64	413.76	
9E2007	31 - 45 tonne	65,966.16	31,004.48	4,650.88	465.09	

Rates are inclusive of operator/driver, maintenance, lube oil and fuel but exclusive of GPHA charge of 20% of chargeable rate which shall be added and collected for GPHA.

## TENTH SCHEDULE - CHARGES FOR COASTAL TRAFFIC

These tariffs are applicable to coastal or short sea traffics viz. National Coastal, Intra-regional trade and Regional Feeder (transshipment) traffics carried on Ghanaian registered vessels or foreign vessels licensed to operate exclusively in coastal trade in the ECOWAS region. See detailed definitions of Coastal Traffics in the Terms and Conditions.

10A0000	A. PORT DUES ON CARGO	NATIONAL COASTAL	INTRA-REGIONAL	REGIONAL FEEDER	REMARKS
		PER UNIT	PER UNIT	PER UNIT	
10A1000	1. CONTAINERS	GHC	US\$	US\$	
10A1001	20' Stuffed Container	99.18	35.10	17.56	
10A1002	40' Stuffed Container	184.03	65.14	32.56	
10A1003	45' Stuffed Container	212.69	75.28	37.64	
10A1004	20' Empty Container	50.69	17.94	8.98	
10A1005	40' Empty Container	92.57	32.76	16.38	
10A1006	45' Empty Container	109.10	38.62	19.30	
10A1007	20' Empty Bolster	6.61	2.34	1.18	
10A1008	40' Empty Bolster	11.02	3.90	1.96	
10A1009	45' Empty Bolster	12.12	4.30	2.14	

- Notes:** 1. Only recirculation empty containers are applicable to National Coastal Traffic. See the definition of recirculation empty containers in Note Q 37 of page 70 of the Terms and Conditions  
 2. Feeder Service between Tema and Takoradi will benefit from a 5% rebate on the regional feeder rates specified.

10A0000	A. PORT DUES ON CARGO	NATIONAL COASTAL	INTRA-REGIONAL	REGIONAL FEEDER
10A2000	2. CONVENTIONAL AND BULK CARGOES	PER TONNE	PER TONNE	PER TONNE
		GHC	US\$	US\$
10A2001	Conventional Cargo	8.10	2.87	2.87
10A2002	Dry Bulk	3.31	1.18	1.18
10A2003	Liquid Bulk	4.41	1.56	1.56
10A3000	3. UNPACKED VEHICLES	PER UNIT	PER UNIT	PER UNIT
		GHC	US\$	US\$
10A3001	Cars	57.86	20.48	12.41
10A3002	Mini Vehicles	129.60	45.86	27.61
10A3003	Utility Vehicles	180.51	63.89	38.38
10A3004	Trailer Units	180.51	63.89	38.38
10A4000	4. PORT CLEANING DUES	PER TONNE	PER TONNE	PER TONNE
		GHC	US\$	US\$
	All Dry Bulk and "Dirty Cargoes"	0.12	0.05	0.05

## TENTH SCHEDULE - CHARGES FOR COASTAL TRAFFIC

<b>10A0000</b>	<b>A. PORT DUES ON CARGO</b>	<b>NATIONAL</b>	<b>INTRA-</b>	<b>REGIONAL</b>
		<b>COASTAL</b>	<b>REGIONAL</b>	<b>FEEDER</b>

<b>10A5000</b>	<b>5. LIGHT DUES</b>	<b>PER GT</b>	<b>PER GT</b>	<b>PER GT</b>
		<b>PER MONTH</b>	<b>PER MONTH</b>	<b>PER MONTH</b>
		<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
10A5001	Ghanaian Registered Vessels	0.88	0.78	0.78
10A5002	Foreign Registered Vessels	1.04	0.78	0.78

**Note:** Small craft licensed by the Authority to operate as supply/support vessels are exempted from these items.

<b>10A6000</b>	<b>6. PASSENGER DUES</b>	<b>PER PAX</b>	<b>REMARKS</b>
		<b>US\$</b>	
10A6001	Per Passenger	10.00	
		<b>PER PACKAGE</b>	
		<b>US\$</b>	
10A6002	Passenger Baggage	1.04	
<b>10A7000</b>	<b>7. DUES ON LIVESTOCK</b>	<b>PER UNIT</b>	
		<b>US\$</b>	
10A8001	Live Poultry/Birds	1.04	
10A8002	Livestock	1.82	

**Notes:** Pets are excluded from Port Dues on animals

	<b>B. VESSEL HANDLING CHARGES</b>		
	The vessel handling charges are applicable to all vessels deployed in National Coastal, Intra-regional and Regional Feeder trades.		
		<b>PER METRE OF LOA</b>	
<b>10B1000</b>	<b>1. BERTH OCCUPANCY CHARGES</b>	<b>FIRST 24 HOURS OR PART THEREOF</b>	<b>EVERY SUBSEQUENT 12 HOURS OR PART THEREOF</b>
		<b>US\$</b>	<b>US\$</b>
10B1001	Vessel With LOA is Up to 100 Metres	1.51	0.76
10B1002	Vessel with LOA Between 101 and 125 Metres	1.81	0.90
10B1003	Vessel With LOA Between 126 and 150 Metres	2.01	1.01
10B1004	Vessel With LOA Between 151 and 200 Metres	3.01	1.51
10B1005	Vessel With LOA Above 200 Metres	3.41	1.71

<b>10B2000</b>	<b>2. PILOTAGE CHARGES</b>	<b>PER GT</b>	<b>REMARKS</b>
		<b>US\$</b>	
10B2001	Vessels up to 1,000 GT.	0.05	
10B2002	Vessels Between 1001 and 5,000 GT.	0.04	
10B2003	Vessels between 5001 and 10,000 GT.	0.03	
10B2004	Vessels between 10,001 and 15,000 GT.	0.03	
10B2005	Vessels between 15,000 and 20,000 GT.	0.03	
10B2006	Vessels above 20,000 GT	0.03	

**TENTH SCHEDULE - CHARGES FOR COASTAL TRAFFIC**

<b>10B3000</b>	<b>3. TOWAGE CHARGES</b>	<b>PER GT US\$</b>	
10B3001	Vessels up to 1,000 GT.	0.08	
10B3002	Vessels Between 1001 and 5,000 GT.	0.11	
10B3003	Vessels between 5001 and 10,000 GT.	0.08	
10B3004	Vessels between 10,001 and 15,000 GT.	0.07	
10B3005	Vessels between 15,000 and 20,000 GT.	0.06	
10B3006	Vessels above 20,000 GT	0.06	

<b>10B4000</b>	<b>4. MOORING/UNMOORING CHARGES</b>	<b>PER GT US\$</b>	
10B40001	Vessels up to 1,000 GT.	0.08	
10B40002	Vessels Between 1001 and 5,000 GT.	0.11	
10B40003	Vessels between 5001 and 10,000 GT.	0.08	
10B40004	Vessels between 10,001 and 15,000 GT.	0.07	
10B40005	Vessels between 15,000 and 20,000 GT.	0.06	
10B40006	Vessels above 20,000 GT	0.06	

**B. VESSEL HANDLING CHARGES**  
The vessel handling charges are applicable to all vessels deployed in National Coastal, Intra-regional and Regional Feeder trades.

<b>10B5000</b>	<b>5. VESSEL SHIFTING CHARGES</b>	<b>PER GT US\$</b>	
10B5001	Vessels up to 1,000 GT.	0.22	
10B5002	Vessels Between 1001 and 5,000 GT.	0.15	
10B5003	Vessels between 5001 and 10,000 GT.	0.11	
10B5004	Vessels between 10,001 and 15,000 GT.	0.10	
10B5005	Vessels between 15,000 and 20,000 GT.	0.09	
10B5006	Vessels above 20,000 GT	0.09	

<b>10B6000</b>	<b>6. ANCHORAGE CHARGES</b>	<b>PER GT PER DAY US\$</b>	<b>MINIMUM CHARGE US\$</b>	
10B6001	All Ships	0.01	225.00	

**Note:** A 50 per cent rebate on the Anchorage Charge shall be granted to vessels/craft which spend not more than 24 hours at the Anchorage. See item B17 and B18 in the General Terms and Conditions at Page 60 for conditions for payment of Anchorage Charges.

<b>10B7000</b>	<b>7. DETENTION OF PILOT AND CANCELLATION OF MOVEMENT</b>	<b>PER EVENT US\$</b>
	<b>i. Detention of Pilot:</b>	
10B7001	First 30 minutes	223.08
10B7002	Every subsequent 30 minutes	267.70
	<b>ii. Cancellation of movement</b>	
10B7003	Movement Cancelled Within 30 Minutes of Scheduled Sailing Time.	936.94
10B7004	Movement Cancelled Within 1 Hour of Scheduled Sailing Time.	468.47

**NOTE:** Detention of Pilot and cancellation of movements at offshore locations, e.g. Oil/Gas Production sites, Single Point Mooring Facilities, etc. shall attract double the rates specified here.

<b>TENTH SCHEDULE - CHARGES FOR COASTAL TRAFFIC</b>				
<b>10C1000</b>	<b>C. STEVEDORING</b>	<b>NATIONAL COASTAL</b>	<b>INTRA-REGIONAL</b>	<b>REGIONAL FEEDER</b>
		<b>PER BBOX</b>	<b>PER BBOX</b>	<b>PER BBOX</b>
10C1000	<b>1. CONTAINERS</b>	<b>GHC</b>	<b>US\$</b>	<b>US\$</b>
10C1001	20' Stuffed Container	345.54	81.53	54.35
10C1002	40' Stuffed Container	649.83	153.32	103.43
10C1003	45' Stuffed Container	765.01	180.49	122.49
10C1004	20' Empty Container	273.34	64.49	47.86
10C1005	40' Empty Container	491.67	116.00	90.45
10C1006	45' Empty Container	577.62	136.28	106.67
10C1007	20' Container Stuffed with DG I	519.17	122.49	81.53
10C1008	40' Container Stuffed with DG I	983.33	232.00	153.32
10C1009	45' Container Stuffed with DG I	1.144.93	270.13	179.28
10C1010	20' Container Stuffed with DG II	429.78	101.40	67.74
10C1011	40' Container Stuffed with DG II	813.15	191.85	128.98
10C1012	45' Container Stuffed with DG II	955.83	225.51	152.91
10C1013	20' Empty DG Container	343.09	80.95	60.03
10C1014	40' Empty DG Container	615.45	145.20	113.16
10C1015	45' Empty DG Container	722.03	170.35	133.04
10C1016	20' Out of Gauge Container	426.35	100.59	60.84
10C1017	40' Out of Gauge Container	807.99	190.63	113.16
10C1018	45' Out of Gauge Container	955.83	225.51	133.85
10C1019	20' Empty Bolster	56.74	13.38	8.11
10C1020	40' Empty Bolster	85.23	20.11	13.38
10C1021	45' Bolster Containers	111.74	26.36	15.82
10C2000	<b>2. CONVENTIONAL CARGO</b>	<b>PER TONNE GHC</b>	<b>PER TONNE US\$</b>	<b>PER TONNE US\$</b>
10C2001	Lifts up to 5 Tonnes	34.38	8.11	5.27
10C2002	Lifts Above 5 Tonnes and Up to 10 Tonnes	60.17	14.20	9.33
10C2003	Lifts Above 10 Tonnes	103.15	24.34	15.41
10C2004	DG I Lifts up to 5 Tonnes	53.29	12.57	7.71
10C2005	DG I Lifts Above 5 Tonnes and Up to 10 Tonnes	91.12	21.50	13.38
10C2006	DG I Lifts Above 10 Tonnes	154.72	36.50	22.31
10C2007	DG II Lifts up to 5 Tonnes	46.41	10.95	6.49
10C2008	DG II Lifts Above 5 Tonnes and Up to 10 Tonnes	79.08	18.66	11.76
10C2009	DG II Lifts Above 10 Tonnes	132.37	31.23	19.47

<b>TENTH SCHEDULE - CHARGES FOR COASTAL TRAFFIC</b>				
10C3000	<b>3. UNPACKED VEHICLES</b>	<b>PER UNIT GHC</b>	<b>PER UNIT US\$</b>	<b>PER UNIT US\$</b>
10C3001	Cars	165.03	38.94	23.52
10C3002	Mini Vehicles	328.35	77.47	46.64
10C3003	Utility Vehicles	514.02	121.27	72.60
10C3004	Trailer Units	514.02	121.27	72.60

**Note:** Non-driveable vehicles shall attract additional charge of 25 per cent of the rate specified. Vehicle stuffed with goods and other personal effects shall attract double the rates specified here.

		<b>PER TONNE GHC</b>	<b>PER TONNE US\$</b>	<b>PER TONNE US\$</b>
10C4000	<b>4. DRY BULK</b>			
10C4001	Dry Bulk/Semi-Bulk Cargo [Grabbing]	12.03	2.84	2.84
10C4002	Semi-Bulk [Bleeding]	24.07	5.68	5.68
10C4003	Bulk-In-Bagged-Out (BIBO) Operations	20.62	4.87	4.87

<b>ELEVENTH SCHEDULE – CHARGES OFFSHORE OPERATIONS</b>			
<b>11A1000</b>	<b>1. VESSELS UNDERTAKING OFFSHORE QUANTITY AND QUALITY (Q&amp;Q) OPERATIONS</b>		
	<b>DESCRIPTION</b>	<b>PER GT US\$</b>	<b>REMARKS</b>
	<b>a. Light Dues</b>		
11A1001	Vessel Spending up to 24 Hours at the Anchorage	0.05	Per Operation
11A1002	Vessel Spending More than 24 Hours and Up to 72 Hours at the Anchorage	0.07	Per Operation
11A1003	Vessel Spending More than 72 Hours at the Anchorage	0.09	Per Operation
	<b>b. Anchorage Charges</b>		
11A1004	Vessel Spending up to 24 Hours at the Anchorage	0.11	Per Operation
11A1005	Vessel Spending More than 24 Hours and Up to 72 Hours at the Anchorage	0.15	Per Operation
11A1006	Vessel Spending More than 72 Hours at the Anchorage	0.19	Per Operation
<b>11A2000</b>	<b>2. VESSELS UNDERTAKING OFFSHORE SHIP-TO-SHIP TRANSFER OF LIQUIFIED NATURAL GAS (LNG) AND LIQUIFIED PETROLEUM GAS (LPG)</b>		
	<b>DESCRIPTION</b>	<b>MOTHER VESSEL</b>	<b>DAUGHTER VESSEL</b>
		<b>PER GT PER 15 RUNNING DAYS US\$</b>	<b>PER GT PER OPERATION US\$</b>
11A2002	Light Dues	0.06	0.06
11A2002	Anchorage Charge	0.15	0.15
		<b>PER OPERATION US\$</b>	
11A2003	Cargo Transfer Charge	1,100.00	--
<b>11A3000</b>	<b>3. VESSELS UNDERTAKING OFFSHORE SHIP-TO-SHIP TRANSFER CRUDE OIL AND PTEROLUEM PRODUCTS</b>		
	<b>DESCRIPTION</b>	<b>MOTHER VESSEL</b>	<b>DAUGHTER VESSEL</b>
		<b>PER GT PER 30 RUNNING DAYS US\$</b>	<b>PER GT PER OPERATION US\$</b>
11A3001	Light Dues	0.05	0.05
11A3002	Anchorage Charge	0.10	0.10
		<b>PER OPERATION US\$</b>	
11A3003	Cargo Transfer Charge	2,200.00	--

**Note:**

A vessel transferring cargo to the port from an offshore ship-to-ship operation shall be exempted from payment of additional Light Dues. Such vessels shall pay all other relevant port charges, including Port Dues on Cargo, Pilotage, Towage, Mooring, Berth Occupancy Charge, Pipeline Dues, etc.

<b>TWELFTH SCHEDULE – SHIP WASTE RECEPTION FACILITIES (MARPOL 73/78) CHARGES</b>			
<b>CODE</b>			
In consonance with the tenets of the provisions enshrined in the international MARPOL 73/78 Convention, to which the government of Ghana is a signatory, the following charges would be applicable with respect to ship reception			
<b>12A0000</b>	<b>1. GARBAGE COLLECTION CHARGE</b>	<b>RATE US\$</b>	<b>REMARKS</b>
12A1001	Vessels up to 3,000 GT	1,000.00	Per Annum
12A1002	Vessels above 3,000 GT and up to 6,000 GT	1,000.00	Per Call
12A1003	Vessels above 6,000 GT and up to 12,000 GT	1,500.00	Per Call
12A1004	Vessels above 12,000 GT and up to 25,000 GT	1,700.00	Per Call
12A1005	Vessels above 25,000 GT	1,850.00	Per Call

**Notes:**

1. Additional garbage in excess of the 5 Tonnes shall attract US\$10.00 per Tonne whilst the excess on 25 Tonnes oil/sludge shall attract US\$75.00 per Tonne
2. Vessels calling regularly (more than twice in a month)
3. Vessels with treatment facilities on board
4. Vessels showing sufficient written evidence of an arrangement/agreement for the use and payment for recognised MARPOL facilities in ports on their route.



<b>CODE</b>	<b>THIRTEENTH SCHEDULE – PORT OPERATOR LICENCE FEES</b>	
13A1000	<b>A. LICENCE FEES</b>	<b>US\$</b>
13A1000	<b>1. GENERAL STEVEDORING LICENCE</b>	
	<b>New Licence</b>	
13A1001	Port of Tema	30,000.00
13A1002	Takoradi	15,000.00
	<b>Annual Renewal</b>	
13A1003	Port of Tema	15,000.00
13A1004	Takoradi	7,500.00
13A2000	<b>2. DRY BULK OPERATOR LICENCE</b>	
13A2001	Port of Tema	30,000.00
13A2002	Takoradi	30,000.00
	<b>Annual Renewal</b>	
13A2003	Port of Tema	15,000.00
13A2004	Takoradi	15,000.00
13A3000	<b>3. RECEIPT AND DELIVERY SERVICES LICENCE</b>	<b>US\$</b>
	<b>Port of Tema</b>	
13A3001	New Licence	30,000.00
13A3002	Annual Renewal	15,000.00
	<b>Port of Takoradi</b>	
13A3003	New Licence	25,000.00
13A3004	Annual Renewal	12,500.00
13A4000	<b>4. INLAND CLEARANCE DEPOT (ICD) LICENCE</b>	<b>US\$</b>
13A4001	New Licence	20,000.00
13A4002	Annual Renewal	10,000.00
13A5000	<b>5. OVERSTAYED CONTAINER TERMINAL</b>	<b>US\$</b>
13A5001	New Licence	10,000.00
13A5002	Annual Renewal	5,000.00
13A6000	<b>6. EXPORT CONTAINER DEPOT</b>	<b>US\$</b>
13A6001	New Licence	20,000.00
13A6002	Annual Renewal	10,000.00
13A7000	<b>7. EMPTY CONTAINER DEPOT</b>	<b>US\$</b>
13A7001	New Licence	10,000.00
13A7002	Annual Renewal	5,000.00
13A8000	<b>8. DRY BULK BAGGING (BIBO)</b>	<b>US\$</b>
13A8001	New Licence	20,000.00
13A8002	Annual Renewal	10,000.00
13A9000	<b>9. LASHING SERVICES OPERATOR</b>	<b>US\$</b>
13A9001	New Licence	5,000.00
13A9002	Annual Renewal	2,500.00

<b>CODE</b>	<b>THIRTEENTH SCHEDULE – PORT OPERATOR LICENCE FEES</b>	
13A1000	<b>10. BUNKERING SERVICES OPERATOR</b>	<b>US\$</b>
	<b>A. ON-SHORE BUNKERING</b>	
13A1001	New Licence	10,000.00
13A1002	Annual Renewal	5,000.00
	<b>B. OFF-SHORE BUNKERING</b>	
13A1003	New Licence	25,000.00
13A1004	Annual Renewal	15,000.00
13A1100	<b>11. SHIP WASTE RECEPTION FACILITY OPERATOR</b>	<b>US\$</b>
13A1101	New Licence	20,000.00
13A1102	Annual Renewal	10,000.00
13A1200	<b>12. OFF-SHORE FLOATING STORAGE UNIT OPERATOR</b>	<b>US\$</b>
13A1201	New Licence	25,000.00
13A1202	Annual Renewal	15,000.00
13A1300	<b>13. OFF-SHORE FRESH WATER SUPPLY SERVICES</b>	<b>US\$</b>
13A1301	New Licence	25,000.00
13A1302	Annual Renewal	12,500.00
13A1400	<b>14. CARGO HANDLING EQUIPMENT HIRING SERVICES</b>	<b>US\$</b>
13A1401	New Licence	5,000.00
13A1402	Annual Renewal	2,500.00
13A1500	<b>15. DOCK LABOUR MANAGEMENT AND SUPPLY LICENCE</b>	<b>US\$</b>
13A1501	New Licence	4,000.00
13A1502	Annual Renewal	2,000.00
13A1600	<b>16. CARGO DISINFECTION SERVICES</b>	<b>US\$</b>
	TEMA	
13A1601	New Licence	10,000.00
13A1602	Annual Renewal	5,000.00
	<b>TAKORADI</b>	
13A1601	New Licence	5,000.00
13A1602	Annual Renewal	2,500.00
13A1700	<b>17. SHIP HULL AND PROPELLER CLEANING</b>	<b>US\$</b>
13A1701	New Licence	20,000.00
13A1702	Annual Renewal	10,000.00

## GENERAL TERMS AND CONDITIONS

### A. PORT DUES

1. Port Dues is a charge for the use of the basic port infrastructure by vessels, cargo and passengers. The payment of Port Dues is to the account of the ship.
2. Port Dues on cargoes shipped between Tema and Takoradi shall be charged once, i.e. only, in the Port of Loading.
3. The following are exempted from Port Dues on Cargo: Mails, Goods landed in error, Passengers under 3 years of age, pets, vessels under 100 gross tons.
4. Light Dues is a Charge for the use of Navigational Lights by vessels. It is payable in the first Ghanaian Port of call by deep sea vessels calling in Ghana; and it is exhausted once the vessel leaves Ghanaian waters. Vessels operating in the coastal waters of Ghana shall pay light dues on a per month basis, except small craft licensed by the Authority to operate as Supply/Support Vessels.
5. Port Dues and other charges incurred by a vessel as a result of a detention order by a Court, a Government Agency or any other Legal Authority shall be borne by the Ships' Agent or Owner.
6. Port Dues on Cargo shall be assessed on the weight or Cubic Measurement (CBM) of the cargo whichever is higher, where the goods are not in containers.
7. Port Dues on Cargo on Unpacked Vehicles shall be assessed on the basis of the category (i.e. Car, Mini, Utility, etc.) of the vehicle.
8. Port Dues on Cargo on Containers shall be assessed on the basis of the length of the Container (20', 40', 45').
9. Port Dues on Vessels shall be assessed on the gross tons (GT) of the vessel. It is applicable exclusively to vessels which did not call to work cargo nor embark/disembark passengers, save vessels applicable under the Ninth Schedule – Oil and Gas Services which shall pay Port Dues on both vessels and cargo.
10. Vessels discharging or loading cargo on a “free-in” or “free-out” basis may be billed for Port Dues on Cargo as follows:
  - a. 50% of Port Dues on Cargo assessed in US dollars shall be paid in US dollars.
  - b. 50% of Port Dues on Cargo assessed in US dollars may be converted into Ghana Cedi at the ruling exchange rate on the date of payment of the invoice.
  - c. Invoices raised against such vessels will be debited to the account of the accredited agent of the vessel.
11. The following are exempted from payment of Light Dues:
  - a. Vessels of less than 100 GT
  - b. Vessels calling for Bunkers, Ship's Stores, Fresh Water for use on board
  - c. Vessels in distress or calling for emergency repairs
  - d. Vessels calling for medical assistance for the crew
12. The following are exempted from payment of Vessel Dues:
  - a. Vessels of less than 100 GT
  - b. Vessels in distress or calling for emergency repairs
  - c. Vessels calling for medical assistance for the crew.

## **B. VESSEL HANDLING**

1. Vessel Handling Charges - also called Marine Charges - include Pilotage, Towage, Mooring/Unmooring, Shifting, Berth Occupancy, etc. and are to the account of the ship.
2. The berthing of a vessel commences when the Pilot boards the vessel and ends when the first line is sent ashore to be fastened to the bollard. Sailing of a vessel starts when the first line is taken off the bollard and ends when the Pilot disembarks.
3. Shifting of a vessel from one berth to another commences at the exact time the Pilot Boards the vessel for the purpose of shifting the vessel and ends when the last line is fastened to the bollard. Shifting of a vessel from one berth to the anchorage starts when the Pilot boards the vessel and ends when the Pilot disembarks.
4. The charge for Shifting of a Vessel from one berth to another or to the anchorage are to the account of the vessel where the movement is made at the request of the Master of the ship, or it is in pursuance of a direction given by the Harbour Master because the ship is in breach of a Port Regulation or performance standards.
5. Towage is compulsory for all vessels calling at the Port. Towage with one Tug Boat is compulsory for all vessels up to 1,000 GT and two Tug Boats for all vessels above 1,000 GT.
6. Mooring/Unmooring charges shall apply to all vessels occupying a berth, buoy or any mooring facility belonging to the Authority. It shall also apply to private berths, wharves, anchorage or offshore facilities where Authority employees and craft are utilized.
7. Mooring/Unmooring operations includes attendance to ropes and the supply of necessary craft and Mooring Gangs/Crew.
8. Mooring/Unmooring charges shall be applicable to all vessels berthing alongside a quay, wharf, jetty, buoys or other mooring point. It shall be paid for each movement i.e. Berthing, Sailing, Shifting, etc.
9. Mooring/Unmooring of vessel/craft at Offshore Locations e.g. SPM, CBM, Oil Production Sites, etc. shall attract double the relevant rates specified in the Tariffs.
10. The charge for Shifting of Vessels is inclusive of Towage, Pilotage, and Mooring related to the movement of the vessel.
11. Berth Occupancy Charge is assessed on the Length-over-all (LOA) range in metres of the vessel. The LOA shall be as specified in the Lloyd's Register of Shipping. The berth occupancy charges commence when the first line is sent ashore during berthing and ends when the last line is taken off the bollard when unberthing.
12. Pilotage is compulsory in all Pilotage Districts. Pilotage shall be paid even if a Pilot is not deployed on the vessel. For the avoidance of doubt, all Supply/Support vessels moving in and out of the Sekondi Naval base shall be required to pay Pilotage to the Authority.
13. Pilotage, Towage, Mooring/Unmooring and Shifting charges shall be assessed on the Gross Tons (GT) range of the vessel or craft as specified in the Lloyds Register of Shipping.
14. Pilotage, Towage and Mooring/Unmooring of a vessel not under steam (i.e. with stalled/dead engine) or in distress shall attract double the relevant rates specified.

15. A vessel berthing successively at several berths during a port call, the berthing time from mooring at the first berth to unmooring at the last berth shall be considered as one continuous berthing duration for the purpose for charging Berth Occupancy.
16. A vessel or craft using the anchorage on the request of the Authority due to reasons such as temporary unavailability of a berth, bad weather, etc. shall be exempted from the payment of Anchorage Charges.
17. A vessel or craft which intends to use the anchorage for reasons, other than on the request of the Authority, shall make prior arrangements with the Harbour Master through his accredited agent by completing and submitting prescribed forms – APPLICATION TO USE ANCHORAGE - ahead of the arrival of the vessel or within 12 hours of arrival. Failure to complete the Application to Use Anchorage Forms shall attract a fine of US\$2,541.00 in addition to the charges accrued from the use of the anchorage. Vessels which do not have an accredited local agent shall be denied the use of the anchorage.
18. The permission of the Authority shall be sought at all times before a private company providing under water services is engaged to work in the Port. Failure to seek the written approval of the Authority shall attract a penalty of US\$10,000.00. The Authority shall reserve the right at any time to approve or disapprove such requests, and it may opt to perform such a service if it considers it is capable of providing such a service. Where a private company provides the service, it shall pay 15 percent of the fees to the Authority as Royalty.

### **C. CARGO HANDLING CHARGES**

1. Where the charges specified in these Tariffs are assessed on the weight of the cargo, the higher of the Cubic Measurement (CBM) to deadweight Tonne shall apply at all times. A Tonne equals 1,000 kilograms or one cubic meter (CBM).
2. Where minimum charge does not apply, charges will be calculated to the nearest Tonne. E.g. 5.2 Tonnes will be charged as 5 tonnes and 5.5 tonnes will be charged as 6 tonnes.
3. Heavy lifts will be charged using the Cubic Measurement (CBM) or deadweight whichever yields the higher revenue. However, the heavy lift rates (i.e. the rates for lifts 6 to 10 tonnes, and lifts above 10 tonnes) shall be applied if the deadweight of the cargo is used as the basis for charging. If the CBM is used as the basis for charging heavy lifts, then the standard rate (i.e. the rate for lifts up to 5 tonnes) shall be used as rate for charging.
4. The cargo handling rates prescribed in this tariff apply to handling during normal working hours. Where overtime is worked additional charges shall be levied. For stevedoring operations and ship related shore operations, overtime shall be assessed on the basis of the volume (tonnes, TEUs, Units) of cargo worked. With respect to storage related shore operations, overtime shall be assessed on the basis of the number of persons deployed and the actual overtime hours worked.
5. Where additional services are required to be performed, additional charges shall be levied to cover the reasonable cost of the services provided.
6. Fertilizers, including those in containers, shipped for agricultural purposes shall be exempted from the dangerous cargo rate and charged as the rate for non-hazardous (general) goods. This includes transit cargo.
7. Live animals shall be delivered/shipped per the direct route at all times. The receiver shall provide feed, water and other needs of the livestock.
8. The cargo receiver/shipper shall supply at no cost to the Stevedore the grabs, hoppers and other dry bulk handling equipment required for loading/discharging Dry Bulk and Semi-Bulk cargoes.
9. All heavy-duty equipment (HDE) including equipment moving of metal tracks, earth moving equipment, mining dump trucks, pay loaders, crawlers, road compactors and rollers, mobile cranes, compressors, asphalt laying machines, mobile generators, etc. and others that do not normally ply on public roads shall be considered conventional cargo and charged as such.

10. All auto mobiles that are intended to carry goods and or personnel including cars, vans, buses, agricultural tractors, building and civil engineering construction dump trucks, that do normally ply on public roads shall be considered as Unpacked Vehicles and charged as such.
11. Vehicles/Trailers in stacks of more than one i.e. two, three, four etc., stuffed with other vehicles/trailers shall attract rates as per the vehicle/trailer type for the number of vehicles/trailers in the stack.
12. Vehicles which are stuffed with personal effects or goods other than vehicle accessories shall attract double the applicable rates specified under the Schedules.
13. Similarly, trailers stuffed with goods e.g. knocked down vehicle parts and components, machinery and equipment, tyres, etc. will attract DOUBLE the charge.
14. Vehicles stacked on trailers will attract the appropriate charge for the vehicle type.
15. Vehicles/Trailers stuffed with knocked down vehicle components, knocked down or full units of machinery and equipment shall be considered as stuffed vehicles and charged as such.
16. Articulated vehicles shall be charged as two units – i.e. as a utility vehicle and a trailer unit.
17. Dangerous Goods Group I shall not be stored in the Port and any ICD. These should be routed through direct mode at all times.
18. Transshipment of containers with Dangerous Goods shall be routed through the direct ship-to-ship mode at all times. These should not be stored in the port.
19. It shall be the duty of the owner of a container-ro-ro vessel carrying containers and project cargo to maintain appropriate stock of cargo handling equipment on the ship for use by Licensed Stevedores. The use of such ship equipment by Licensed Stevedores shall not attract any charges from the Ship.
20. Where a container-ro-ro vessel carrying containers and project cargo does not have appropriate equipment on the ship, the Stevedores shall charge the ship for the deployment of their equipment on the ship at the Craneage rate for all containers moved across ramp.
21. Stevedores shall not be required to make any payments to the ship with regard to the use of ship equipment e.g. cranes and derricks, cargo handling equipment (i.e. lift trucks, tractor-trailer sets, gears, etc.). This includes cargo handling equipment maintained on roll on –roll off vessels.

#### **D. ASSIGNMENT OF CRANES AND CRANEAGE**

1. The Authority and its Licensed Operators/Concessionaires reserve the right to assign a Quay Crane or Mobile Harbour Crane to expedite cargo loading/discharging operations on ships. Such crane deployments shall attract appropriate Craneage.
2. Craneage is in addition to the Stevedoring and Labour Overtime Charges. It is to the account of the ship.
3. A minimum Craneage Charge is applicable when the volume of cargo handled during a ship call is low and the total income earned from Craneage is less than the minimum amount specified per Crane.
4. Craneage is only applicable when a Crane is deployed as part of Stevedoring Operations.

#### **E. LABOUR CHARGES**

1. Labour Charges are in respect of Overtime, Stand-By, Idle Time, Extra Service for Ship Operations and Receipt and Delivery Operations.

2. Labour Charges for Ship Related Shore Activities include Overtime, Delay/Idle Time, Stand-by and Extra Service and are in respect of Ship Operation (Stevedoring, Receipt, Delivery Operations) against a working ship. The charges shall be applied to Imports, Exports, Transhipment and Transit Cargoes and are to the account of the Ship.
3. The Labour Overtime Charge for ship related shore activities shall be determined on the basis of the nature and volume (tonnage/unit/TEU) of the cargo. The rates shall be applicable whether or not vessel works during overtime hours.
4. Labour Delays/Idle Time charges for ship related activities shall not be raised during overtime hours. Overtime hours are defined in Items 8 and 9 below.
5. Labour Standby Charges (ship related) shall be raised when labour is deployed during both normal duty and overtime hours when request had been made by the customer.
6. Labour Charges for storage related shore activities shall apply to both Receipt and Delivery of Cargo from/to the storage facility. It shall apply to all trade categories – Imports, Exports, Transhipment, Transit, etc. and it is to the account of the Consignee.
7. Labour Overtime for storage related shore activity shall be assessed on the basis of the number of persons deployed (with prior agreement of agent/consignee) in each category and the actual overtime hours worked. The charges are to the account of the Cargo Receiver/Consignee.
8. Overtime hours for stevedoring operations including ship related receipt and delivery operations are:
  - (a) Monday to Friday - **Day Shift:** 1230 - 1400 GMT; 1700 - 1930 GMT; **Night Shift:** 0330 - 0730 GMT.
  - (b) Saturday, Sunday and Public Holiday: **Day Shift:** 0730 - 1930 GMT; **Night Shift:** 1930 - 0730 GMT.
9. Overtime hours for Receipt and Delivery Operations (storage related) are:
  - (a) Monday to Saturday: **Day Shift:** 1530 – 1930 GMT; **Night Shift:** 0330 - 0730 GMT.
  - (b) Sunday and Public Holiday: **Day Shift:** 0730 -1930 GMT; **Night Shift:** 1930 - 0730 GMT.
10. Cargoes shifted via quay or on board and those landed in error by the stevedore are exempted from the Labour Overtime Charge.
11. Delay/Idle Time Charges are not applicable during Overtime hours.
12. Extra Service charge is applicable when labour is deployed by the Stevedore to undertake jobs that are ancillary to stevedoring operations. E.g. trimming of dry bulk cargo, salvage of damaged cargo, stuffing/unstuffing of ship convenient containers, cleaning of hatches, laying of dunnage, etc. The charge should be based on the actual / effective number of men deployed to do the job.
13. In Receipt and Delivery Operations, the Extra Service Charge is applicable when the labour is deployed in ancillary shore activities such as salvage of damaged cargo, weighing of cargo, bagging of spilled cargo, etc.
14. When labour is booked exclusively for extra service, the minimum chargeable time is 8 hours.
15. The preparation of Vehicle Condition Reports (VCRs) and other documentation associated with the handling of vehicles is an integral part of the handling and shall not attract the Extra Service Charge.
16. The Hire of Labour (Non-Stevedoring) Charge is applicable to activities non-related to traditional stevedoring and shore-handling cargo operations. The hirer of the labour shall be responsible for the deployment and supervision of the labour supplied. The hirer shall also be solely responsible for any liability arising out of the actions of the person(s) employed.

17. The charges for Terminal Handling, Storage and Transport of on Empty Containers shall be to the account of the ship's agent.
18. The Terminal Handling Charge for Transshipment Containers is for one leg of the shipment.
19. The charge for the Evacuation of Empty Containers does not include Lift-on-Lift-off Charge at the destination.

#### **F. STORAGE AND WAREHOUSING RENT**

1. Storage rent on inbound containers/cargo (Imports, Transshipment Inbound, Transit Inbound) shall be computed from the date of completion of discharge of the carrying vessel to the date of delivery.
2. Storage rent on Export containers/cargo shall be computed from the date of receipt of the box in the Port to the date of loading onto the carrying vessel.
3. For import containers unstuffed in the Port/ICD, storage rent on the Empty Container shall be computed from the date the container was unstuffed (emptied) to the date of evacuation from the Port/ICD or the date of shipment of the Container.
4. Cargoes consolidated for Export, including empty containers but which are later removed from the Port for one reason or the other shall attract full storage rent for the period spent in the Port. This shall be in addition to the relevant Receipt and Delivery Charges. Such cargoes shall not enjoy any rent free days and shall be charged from the date on which they were received in the Port to the date they were removed.
5. Empty Containers imported with the intention of using them to ship Export cargoes but which are later shipped as Empties shall enjoy 7 days' storage rent free period.
6. Transit Containers shall not attract any rebate on storage charges when empty and shall be invoiced as though they were Exports.

#### **G. HIRING OF FLOATING CRAFT AND EQUIPMENT**

1. The hiring of any plant or equipment shall commence from the time the plant leaves its station until the time of its return thereto. This requirement may be waived or modified under special circumstance, e.g. distance, duration of hire, etc.
2. The Hire of Floating Craft or Cargo Handling Equipment owned by GPHA shall be at the absolute discretion of GPHA. It may request for additional condition of insurance to be complied with for specific tasks in connection with the use of the craft or equipment.
3. The equipment hired out by the Authority to a Hirer shall not be transferred to another party by the Hirer.
4. The charges for the hire of equipment are applicable irrespective of whether the service is rendered during weekday, weekend, public holiday, day or night.
5. For the purpose of equipment hire "Within Port" refers to locations within the enclosed water area while "Outside Port" refers to locations outside the enclosed water area with respect to floating craft. For cargo handling equipment, "Within Port" in Tema refers to locations within the immediate port area boarded by the Meridian Road and the Tema Fishing Harbour Road. Outside Port refers to locations outside the Meridian Road and the Tema Fishing Harbour Road. In Takoradi, "Within Port" refers to locations within the port perimeter fence. "Outside Port" in Takoradi refers to all locations outside the port perimeter fence.
6. The equipment hire charge includes the operational and technical crew of the equipment.



7. The minimum hiring period for floating craft other than for offshore operations is two hours. A two hours' charge shall be raised when a confirmed booking is later cancelled before work could begin. The hire period starts from the time the craft departs the berth to the time it returns.
8. The minimum hiring period for cargo handling equipment is four hours for equipment required Outside Port and two hours for use Within Port. A two hours' charge shall be raised when a confirmed booking is later cancelled before work could begin. The hire period starts from the time the equipment departs the plant pool to the time it returns.
9. The hirer of an equipment/item cannot transfer or sub-hire equipment hired to third parties without the written consent of the owner of the equipment.
10. The charge for hire of the Diving Pontoon includes the use of on-board equipment.
11. The charge for the deployment of the underwater camera includes the Diver.
12. For floating craft, the hiring period shall be deemed to commence when the craft leaves its mooring to proceed to the location and to cease when the craft returns to its mooring. The charge shall be payable whether or not the purpose of hiring has been effected.
13. The hire of craft for salvage operations e.g. towage of dead vessels, assisting vessels in distress, etc. shall attract double the hire rates specified in the Fifth Schedule. This condition shall also apply to Tug Boats deployed to assist in the operations of Floating Storage Units (FSUs) at midstream, Anchorage or other Offshore Locations.
14. The vessel or craft and all its appurtenances are presumed to be in good operating condition and seaworthy when turned over to the user, but the Authority does not warrant the mechanical condition thereof, and will therefore, not accept responsibilities for delays to user from any cause whatsoever.
15. The Authority reserves the right to stop the operation of any craft or vessels at any time to require repairs that appear in the opinion of the Authority, to be necessary.
16. The hirer or user of any vessel or craft assumes sole responsibility and liability for injury to or death of any person whatsoever, or damage to or destruction of property, including employment and property of the possession, use of, operation of the vessel or craft and shall protect and indemnify the Authority, its officers and employees from and against any and all suits, claims, demands, losses, expenses, liabilities of any kind or nature whatsoever for said injury to or death of persons or damage to or destruction of property, and that may be, in whole or in part, incidental to, arise out of, or be caused, directly or indirectly, through negligence or otherwise by the hirer's or users' possession, use or operation of the vessel or craft, whether by user, its officers, agents or employees, or by any person or person acting with the knowledge and consent of the hirer or user.
17. The hire of fire-fighting equipment to any offshore facility shall attract double the rates specified above.
18. The cost of chemical used in fire-fighting shall be charged separately.
19. The charges for the hire of floating craft and equipment are applicable irrespective of whether the service is rendered during weekday, weekend, public holiday, day or night.
20. All gears supplied shall be deemed to be in good order and shall be returned in safe, clean and sound condition. All damaged gears shall be repaired or replaced by the Hirer.
21. The number of pumps required for standing by or for fire attendance services shall be determined by the Fire Manager.

## **H. LICENCE FEES FOR SMALL CRAFT**

The Licence Fees and Dues in respect of Small Craft, Supply and Support Vessels are annual charges and shall apply to individual vessels/craft licensed to operate in the Port. The operator of the vessel/craft shall be licensed by the Port as a “Small vessel/Craft Operator”.

## **I. PASSENGER ACCOMPANIED BAGGAGE**

Maximum of four packages not exceeding a total of 50 kg is exempt from charges. Excess baggage is chargeable according to tariff.

## **J. LIABILITY FOR MIS-DELIVERY**

The Authority shall not be liable for the loss, mis-delivery, detention of or damage to any good whatsoever and howsoever caused in transit areas, except when such loss, mis-delivery, detention or damage is caused by want of reasonable foresight and care on the part of the Authority or any servant of the Authority. For the avoidance of doubt, independent contractors are not servants of the Authority and shall not be deemed as such.

## **K. LOGS AND CURLS**

1. The charges specified for logs and curls shall be payable by the contracting agents on behalf of the owner of the logs or curls on the tonnage shown on the ships’ manifest.
2. Storage rent on rejected logs shall be payable by the contracting agents on behalf of the owner.

## **L. REMOVAL OF GOODS DETAINED BY CUSTOMS**

1. Under no circumstances shall goods be allowed to remain in a transit storage facility for any period in excess of 60 days (subject to Customs and Excise Regulations) from the date of completion of discharge. Goods still lying in a transit storage after this maximum period allowed shall be removed to the State Warehouse or designated facilities for such overstayed consignments in the case of goods not yet entered at Customs. In the case of goods entered at Customs, these may be auctioned by the Terminal to defray costs.
2. Any expenses incurred by the Authority in respect of such removal or sales shall be a charge against the goods.
3. The Authority accepts no liability whatsoever and howsoever caused for loss, damage, deterioration of goods transferred to the State Warehouse, Government Warehouse, the Back Sheds, Overstayed Container Terminals, etc.
4. The Authority shall in no way be responsible for goods detained by the Ghana Customs or other recognised authorities, to undergo special examination, testing, treatment, fumigation, destruction or otherwise. Any expenses incurred by the Authority in this regard shall be a charge against the owner of the goods.

## **M. MAXIMUM STORAGE PERIOD OF EMPTY CONTAINERS**

The maximum storage period for any empty container is 90 days from date of receipt at the Port or date the container become empty. After the 90 days the container will be impounded and legal procedures will commence with the view to its disposal through auction to defray costs.

## **N. CONVERSION OF US DOLLARS TO GHANA CEDIS**

Unless otherwise specified, where agreement is approved to charge in Ghana Cedi a tariff, which is shown in US dollars, then the cedi charge shall be at the rate of exchange on the date of payment.

**O. UNSTUFFING OF TRANSHIPMENT CARGO** - Any transshipment container whose contents are unstuffed or re-packaged in the Port will lose the concessionary transshipment tariff rates and be charged as import for the inbound and re-export for the outbound.

**P. REEFER CONTAINERS**

1. It is the duty of the agent of the carrier/cargo to ensure that the compressor and refrigeration system of a Reefer Container is in a perfect working condition at all times. The Ghana Ports and Harbours Authority shall not be liable for any malfunctioning of any component of a Reefer Container, which might affect the condition of the content thereof.
2. The Agent of the carrier vessel shall be responsible for the payment of all charges electricity, handling, storage, etc. that accrue on a Reefer Container is not claimed or cleared, or those whose contents are due for destruction by Customs, Port Health, etc.

**Q. DEFINITION OF TERMS**

1. **ADDITIONAL HANDLING OF CONTAINER:** This is the handling of a container not directly connected to loading, discharging, receiving or delivering. E.g. return of container to stack arising from failure of consignee/agent to report for delivery or customs examination after submitting application for delivery; transfer of container from one truck to another at the instance of the consignee; movement of container from one location to another at the request or convenience of the consignee; re-evacuation of short shipped containers from the quay back to the Empty Container Yard; re-evacuation of unstuffed empty containers or stuffed containers from the Stuffing Bay or the Export Terminal back to the Empty Yard etc. The charge is applicable to Imports, Exports, Transshipment, and Transit containers handled under similar conditions. Quay transfer of containers during ship operation/stevedoring does not fall under this item.
2. **ADDITIONAL SORTING** - The sorting of consignments/packages to consignees' mark and numbers, drop numbers etc.
3. **BULK CARRIERS** - Bulk Carriers vessels designed to carry dry bulk cargoes. This include Container-Bulk Carriers (Con-Bulkers). Vessel Handling Charges with respect to these type vessels shall be applicable irrespective of cargo carried to the Port.
4. **BULK-IN-BAGGED-OUT [BIBO]** - A Bulk-in-Bagged-Out [BIBO] Operation is one in which cargo arrives in the port bulk and is bagged at shipside.
5. **BULK CARGO – GRABBING/CONVEYOR** – These are dry bulk cargoes loaded with grabs and hoppers, pneumatic or other continuous handling systems
6. **COASTAL TRAFFIC** – This is short sea shipping in Ghanaian and West African maritime waters. It includes National Coastal, Intra-regional trade and Regional Feeder (transshipment) traffic carried on Ghanaian registered vessels or any vessel licensed to be deployed exclusively in the coastal waters of the ECOWAS region.
  - **National Coastal Traffic** – This is cargo produced or imported and cleared by customs for consumption in Ghana and shipped from one Ghanaian port to another; and carried on a vessel licensed to be deployed in national (Ghanaian) or regional (ECOWAS) coastal waters. For the avoidance of doubt, National Coastal traffic excludes bonded cargo carried /meant to be carried on deep sea vessels transhipped through Ghanaian ports. National Coastal traffic shall include the shipment of recirculation empty containers between Ghanaian seaports. Traffic handled by vessels deployed in offshore oil exploration and production are excluded from the definition of National Coastal Traffic.

- **Intra-regional Traffic** – This refers to cargo produced in Ghana or other ECOWAS countries and traded among the Member countries of ECOWAS as imports and exports; and carried on Ghanaian registered vessels or vessels licensed to be deployed in national or regional (ECOWAS) coastal trades.
  - **Regional Feeder Traffic** – This is cargo carried or meant to be carried on inbound and outbound deep sea vessels; and transhipped from Ghanaian ports to ports of other ECOWAS countries.
7. **CONTAINERS** - Containers include ISO and Non-ISO units; Flats, Platforms, and Bolsters. With regard to dimensions, 20 feet Containers include all Containers up to 20 feet in length. Forty (40) feet Container include all Container above 20 feet in length and up 40 feet in length. Forty-five (45) feet Containers include all Containers above 45 feet and up to 53 feet in length. Forty-five (45) feet Containers and others above 40 feet in length will be deem to be 2.5 TEUs for the purpose of billing. For the avoidance of doubt, Containers exclude Skips, accommodation units, goose necks, ro-ro trailers and other wheeled cargo transport units.
  8. **CONTAINER WITH ENGINES/SPARES:** A container stuffed exclusively with engines/spare parts; or part engines, knocked down engine components, spare parts or other machinery and equipment components mixed with general or personal effects. Containers with engines/spares include those with bicycles.
  9. **CONTAINER WITH HANGED/RAMPED VEHICLE:** A container stuffed exclusively with vehicles, or together with other cargoes; with at least one of the vehicles hanged on chains/ropes secured to the ceiling; or one or more of the vehicles stowed onto wooden planks/ramps.
  10. **DIRECT HANDLING** - The continuous handling of cargo between ship and inland conveyance (road, rail or inland waterway transport) where the cargo does not undergo any intermediate transit storage.
  11. **DANGEROUS GOODS (DGs)**

(i) **Definition**

Dangerous goods are:

- a. Substances, materials and articles classified in accordance with Chapter 4 of the International Convention for Safety of Life at Sea, (SOLAS) 1974, as amended and covered by the provisions of the International Maritime Dangerous Goods Code (IMDG Code) of 1977 and its supplements and later amendments.
- b. Oils, covered by Annex 1 of MARPOL 73/78
- c. Noxious liquid substances or chemicals, including wastes, covered by the Codes for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk and Annex II of MARPOL 73/78
- d. Solid bulk materials possessing chemical hazards and solid bulk materials hazardous only in bulk, including wastes covered by Appendix B of the Code of Safe Practice of Solid Bulk Cargoes.
- e. Any uncleaned empty package, such as tank containers, receptacles, intermediate bulk containers, bulk packaging, portable tanks or tank vehicles that previously contained dangerous cargoes, unless the package has been sufficiently cleaned of residue of the dangerous cargoes and purged of vapours so as to nullify any hazard or have been filled with non-dangerous substance.

**(ii) Operational Classification**

The Ports of Ghana, for operational and tariff purposes, have categorised Dangerous Goods into two viz. Dangerous Goods Group I and Dangerous Goods Group II.

**Dangerous Goods Group I** - Dangerous Goods Group (DG) I consist of substances, materials and articles classified under the following:

- IMDG Class 1 – Explosives
- IMDG Class 2 – Flammable and Poisonous Gases
- IMDG Class 5 – Oxidizing Substances and Organic Peroxides
- IMDG Class 7 – Radioactive Substances

**Dangerous Goods Group II** - Dangerous Goods Group (DG) II consists of substances, materials and articles classified under the following:

- IMDG Class 3 – Flammable Liquids
- IMDG Class 4 – Flammable Solids, self-reactive substances liable to spontaneous combustion, substances which in contact with water emit flammable gases.
- IMDG Class 6 – Toxic and Infectious Substances
- IMDG Class 8 – Corrosive Substances
- IMDG Class 9 – Miscellaneous Dangerous Substances and Articles

- (iii) **CONTAINER WITH DANGEROUS GOODS I:** These are containers described or said to contain goods classified under IMDG Class I, II, V, and VII. These containers shall be delivered/shipped per the direct route at all times. The indirect charge shall be applied whenever the container is routed per the indirect route for whatever reason (s).
  - (iv) **CONTAINER WITH DANGEROUS GOODS II:** These are containers described or said to contain goods classified under IMDG Class III, IV, VI, VIII and IX. These goods shall spend only a limited time in the Port.
  - (v) **CONTAINER WITH MIXED GOODS** - Containers stuffed with a mixture of General Goods and Dangerous Goods shall be considered as a Container Stuffed with Dangerous Goods and charged as such.
  - (vi) **CONTAINER WITH GENERAL GOODS:** These are containers described or said to contain goods not classified as dangerous under the IMDG Code.
  - (vii) **GENERAL GOODS** - General Goods include bagged rice, bagged sugar, iron and steel products, and other goods not classified as hazardous under the IMDG Code.
  - (viii) **DANGEROUS EMPTY CONTAINER** – Dangerous Empty Container refers to an empty container that was used to carry goods classified under the IMDG Code and which have not been cleaned or decontaminated; and still have the dangerous goods placards/labels pasted on it at the time of shipment/landing at the Port.
12. **DIRECT TRANSHIPMENT** - Direct transshipment involves the handling and movement of cargo from the inbound vessel to the outbound vessel at the same time and without any intermediate storage.
  13. **DIRTY CARGOES** - “Dirty Cargoes” refer to cargoes that mess up or foul the quay aprons, storage and other operational areas of the Port during handling, storage and transport. It includes cargo that emits dust particles into the atmosphere.
  14. **DUMP BARGE** - A dump barge is barge that is not self-propelled and moved around by the assistance of a tug boat.

15. **EXPORTS** – These are produce of Ghana for shipment to foreign markets. It includes all Traditional and Non-Traditional Export commodities like cocoa beans, raw timber (lumber) and minerals or mineral ore, processed lumber (plywood and veneer), processed cocoa, horticultural products and garments.
16. **FIRE ATTENDANCE** - Fire Attendance refers to response of fire tender and crew to fire incidents.
17. **FIRE STAND-BY** - Stand-by is the deployment of fire equipment and crew to mitigate fire threats.
18. **FIRE/SAFETY MONITORING AND SUPERVISION** - Fire/Safety Monitoring and Supervision is the deployment of fire equipment and crew or firemen to provide technical advice and supervise operations of clients.
19. **GENERAL PORT CLEANING DUES** – This is a general port charge for the cleaning of the port. It is assessed against all dry bulk and “dirty cargoes”. The charge is to the account of the ship.
20. **GROSS TONNAGE (GT) OF VESSEL** - Gross tonnage of a vessel measured in accordance with the International Convention of Tonnage Measurement of Ships (1969), which came into effect on 18th July 1994.
21. **INDIRECT HANDLING** - The handling of cargo between ship and inland conveyance, which involves the routing of the cargo through some form of transit storage.
22. **INDIRECT TRANSHIPMENT** - Indirect transshipment involves the handling and movement of cargo from the inbound vessel into transit storage for subsequent shipment on outbound vessel.
23. **INTER-TERMINAL TRANSFER** - This is the movement of containers, vehicles and other cargoes from MPS and Terminal 1, and from one Licensed ICD to another Licensed ICD.
24. **INLAND CLEARANCE DEPOTS (ICDs)** - ICDs (also called Off Dock Terminals) are Terminals licensed or authorized by the Authority to provide Receipt, Delivery and Shipment Services of Containers and Vehicles. They include the Safebond Car Terminal (Tema and Takoradi), Tema Container Terminal, Tema Bonded Terminal, Africa Coastal Services, APM Terminal, TACOTEL (Takoradi), etc.
25. **ISPS CODE IMPLEMENTATION CHARGE** – This is the charge levied against vessels for the implementation of the requirements of the International Ship and Port Security Code. Reference chapter XI-2 of SOLAS Convention 1974/1988 which came into force in July 2004
26. **LAYBY CHARGES** - The Layby Charges are applicable to Oil Rigs, Production Platforms and similar craft which are stemmed at mid-stream i.e. away from the quayside but within the sheltered area of the harbour; and are undergoing repairs or maintenance.
27. **LENGTH-OVER-ALL (LOA) OF VESSEL** - Length over all means the length of a vessel measured in metres from the extreme point forward of the vessel to the extreme point aft of the vessel and such appearing in the Lloyd Register of Shipping.
28. **LIFT-ON-LIFT-OFF OF CONTAINER** – Lift-on-Lift-off of Container relates to ICDs/Depot 10 and involves the loading of a container (full or empty) from a truck as part of delivery, receipt, evacuation, shipment in a situation where the customer provides the truck and the Terminal Operator provides equipment to load or off-load the container from/onto the truck. This charge shall not apply when Terminal handling charge is raised.
29. **LIGHT DUES** - Light dues are general charges paid by vessels for the use of navigational lights. The charge is to the account of the ship.
30. **OIL TERMINAL LOADING ARM DUES** – This is a general port charge for the use of Loading Arms installed at the Oil Terminals. The charge is to the account of the ship.

31. **OPENING OF CONTAINERS** – This involves the cutting of security seals and opening of containers for “*sighting*” or collection of samples for testing only. It should not involve the deployment of labour and equipment. If labour and equipment are deployed to remove part of the content, then Partial Unstuffing Charge shall apply. For Charges for removal of part of the content of a container see Unstuffing or Partial Unstuffing.
32. **OUT OF GAUGE (OOG) CONTAINER** - It is a container that is loaded above the top casting or beyond its length or width; and therefore requires special spreader attachments or manual slings to handle. E.g. flats and open top containers stuffed above the level of the top corner castings; bolsters/platforms loaded beyond their width and length, etc. Damaged, warped or hogged containers requiring the use of spreader extensions for handling can also be considered as out of gauge for the purpose of this tariff.
33. **OVER-STAYED CONTAINER TERMINAL** – Over-stayed Container Terminal is a facility Licensed by GPHA upon receipt, storage, auctioning, and delivery of Over-stayed Import Containers. Over-stayed Containers are Import Containers designated for auction by Ghana Customs.
34. **PARTIAL UNSTUFFING CHARGE** – This charge is for the removal of part of the content of a container for customs limited examination, security control, etc. The charge includes the re-stuffing; and is in addition to the Terminal Handling Charge. The charge is to the account of the consignee/shipper.
35. **PIPELINE DUES** – Pipeline Dues are charges raised for the use of pipelines connecting the port terminals and tank farms, including the Tema Oil Refinery. The charge is to the account of the cargo owner.
36. **PORT INFRASTRUCTURE DEVELOPMENT DUES** – This is a Special Port Due for financing future Port Infrastructure Development Projects levied on all cargos using the facilities of the Port.
37. **RE-CIRCULATION EMPTY CONTAINERS** – These are empty containers that had earlier arrived in the port as stuffed boxes; and which are later emptied by unstuffing of contents into the CFS or for delivery to consignees, or shipment of contents as break bulk.
38. **RE-EXPORTS** – These are cargoes brought into the country under temporary arrangements – e.g. exhibition, samples, construction projects, etc. – and being shipped back to their origin or to third countries. It shall include goods brought in as Imports or Transshipment and are re-packaged in the Port for shipment by sea. Re-Exports shall be charged as EXPORTS.
39. **RESTUFFING CHARGE** –Re-stuffing is the packing back into containers cargoes that have been unstuffed either fully or partially. The charge for re-stuffing is additional to the unstuffing charge, except for partial unstuffing. The charge for re-stuffing is to the account of the consignee/shipper.
40. **SEMI-BULK [GRABBING]** - Semi Bulk [Grabbing] refers to an operation involving the use of grab, conveyors or other continuous material handling systems to load bulk cargoes that have been emptied or bled from bags. Such cargoes arrive at the shipside in bags which are subsequently cut opened and bled out as bulk at the shipside.
41. **SEMI-BULK [BLEEDING]** - Semi-Bulk [Bleeding] refers to cargo handling operation involving the cutting open of bagged cargoes and emptying their contents as bulk at the shore or into the cargo holds.
42. **STEVEDORING** - is the handling/movement of cargo between the ship’s hold and the stacking or storage area and vice versa. This includes stacking and de-stacking of cargo at the storage facility. The charge for stevedoring is to the account of the ship.
43. **STUFFING AND UNSTUFFING CHARGE** – This charge is for the removal of the contents of containers or packing of cargoes into containers. This charge is separate from the Terminal Handling Charge. The charge is to the account of the consignee/shipper.
44. **SUPPORT STAFF** - Support staff includes Terminal Clerks, Foremen, Supervisors, Plant Operators, etc.

45. **STATE WAREHOUSE (SWH)** - A warehouse under customs bond where cargoes that are un-entered at Customs or unclaimed after 30 days of the departure of the carrying vessels are moved to.
46. **TERMINAL HANDLING CHARGE** - This is the charge for delivering/receiving a container to/from a consignee/shipper. The charge covers the handling and movement of the container between the point of storage and the point of delivery/receipt. Terminal Handling Charge shall also apply to the shipment of outbound (export, transshipment outbound and transit outbound) containers. It excludes the packing or removal of the contents of the container. The charge is to the account of the consignee/shipper. Terminal Handling Charge on Empty Containers shall be paid by the Shipping Line.
47. **TRANSHIPMENT** - Transshipment cargoes are those that use the facilities of the Port but which are destined to other countries and are moved on the second leg of the journey by sea-going vessel. The transshipment rates shall apply to cargo including containers, vehicles, conventional, and bulk which When it is manifested as such upon arrival in the Port. Under no circumstance shall transshipment containers/cargoes be taken out of the Port through the landside gates for storage in any facility outside the port perimeter fence. Any transshipment container unstuffed in the Port and the contents re-stuffed into another container or repackaged shall lose the Transshipment rates and shall be charged as Import and Re-Export.
48. **TRANSIT CARGO** - Transit Inbound cargoes are those using the facilities of the port but which are destined to other countries and are transported to their final destination by inland transport modes viz. road, rail, or inland water way. Transit Outbound are those arriving in the Port by land transport for shipment to their final destinations by sea transport. The Transit cargo tariff rates shall apply to any consignment, which is manifested or declared as such at the time of the arrival of the carrier vessel or consignment. The Transit rates will not apply to empty containers. Over-stayed Transit Inbound Containers shall **not** be transferred an Over-stayed Container Terminal for auctioning.
49. **TRANSFER OF CONTAINERS/UNPACKED VEHICLES FROM PORT TO ICDs** – This is the movement of Containers, Unpacked Vehicles and Other Cargoes from the Ports to any Licensed ICD.
50. **TONNE** - Where charges are raised by weight, a tonne is 1,000 kilograms or one cubic meter (CBM). The higher of the weight in kilograms or CBM shall be used to invoice; save that Iron and Steel Products shall be invoiced at all times with the weight in kilograms.
51. **UNITISED CARGO** - Unitised Cargo includes Palletised Cargo, Pre-Slung Cargo, Jumbo Bags, and Paper Reels. For the avoidance of doubt, Unitised Cargo excludes Bundled and Coiled Cargo like Steel, Lumber, etc.
52. **UNPACKED VEHICLES** – Unpacked Vehicles are vehicles that are shipped through the Port on their wheels. These include Saloon cars, Mini Buses, Vans, Station Wagons, Cross Country Vehicles, Pickup Trucks, Tipper Trucks. Unpacked vehicles, their statuses and accessories include:
  - a. **Saloon/Estate cars** are cabs of up to two tonnes in weight and designed to carry up to 5 persons. Saloon Cars include Tri-cycles or “*aboboya*”.
  - b. **Mini Vehicles** include: Mini Buses, Vans Pick-ups, Cross Country Vehicles, Station Wagons and others above two tonnes and up to three tonnes in weight.
  - c. **Utility Vehicles** include: Buses, Trucks, Road Tractors, and Agricultural Tractors.
  - d. **Trailer Units** include: conveyance platforms, separate and distinct from the motive unit of the vehicle and which can conveniently be coupled and uncoupled.
  - e. **Vehicle Accessories** include not more than two spare tyres, a jack, a tool box and a hand fire extinguisher. Anything more than these should be considered as cargo/personal effect stuffed into the vehicle.



- f. **Driveable Vehicle** is any vehicle that moves on its own motive power from the vessel to the pre-storage area or vice versa.
- g. **Non-Driveable Vehicle** is any vehicle that is unable to move by its own motive power and would have to be towed, forklifted, pushed etc. from the ship to the pre-storage area or vice versa.
- h. **Stuffed Vehicles** are vehicles containing items other than vehicle accessories i.e. two spare tyres, a tool box and a jack. Stuffed vehicles include all vehicles and trailers stuffed with personal effects, commercial goods, waste, knocked down vehicles, machinery etc.
- i. **Machinery and Equipment**, including mining equipment, heavy-duty mining dump trucks, pay loaders, earth moving machines, all equipment and plant moving metal tracks, crawlers, all industrial plant and equipment including road rollers, mobile cranes, compressors, asphalt machines, generators, etc. that do not normally ply on public roads are to be considered as Conventional Cargo and charged as such.
- j. All other mobile units that are intended to carry goods and or personnel, including agricultural tractors, building and civil engineering construction dump trucks that do normally ply on public roads are to be considered and charged as Unpacked Vehicles.
- k. **Devanned Vehicles** – These are also called Containerised Vehicles. They are vehicles unstuffed from Containers for storage and delivery. Devanned Vehicles shall not attract Terminal Handling Charge after they are devanned. They shall however attract Transfer and Storage Charge. Storage Charge shall be at the same rate for Unpacked Vehicles.

## **R. SHIP WASTE RECEPTION FACILITY**

The charges for Ship Waste Reception Facility are in respect of the implementation of the requirements of Annex I and V of the International Maritime Organisation (IMO) International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978. (MARPOL 73/78). The Charge is payable by all vessels calling at the Port save those exempt.