

# GHANA PORTS AND HARBOURS AUTHORITY

## DETAILS OF PORT TARIFFS REVISIONS - 2018

### 1. ADJUSTMENT IN TARIFF RATES

The details of the rate of increase, reductions and exemptions are outlined below:

<p><b>1. Port Dues</b></p> <p><b>1.1 Port Dues on Cargo:</b></p> <ul style="list-style-type: none"> <li>- Imports – 4%</li> <li>- Exports – 0%</li> <li>- Transhipment – 4%</li> <li>- Transit Inbound – 4%</li> <li>- Transit Outbound – 0%</li> </ul> <p><b>1.2 Pipeline Dues – 4%</b></p> <p><b>1.3 Light Dues – 0%</b></p> <p><b>1.4 General Port Cleaning Dues – 4%</b></p> <p><b>1.5 Oil Terminal Loading Arm Dues – 4%</b></p> <p><b>1.6 Passenger Dues – 4%</b></p>	<p>Export of Sheanuts and Sheabutter reduced by 20%</p> <p>Export rate for Passenger Baggage increased by 4%</p> <p>Export rates for Unpacked vehicles will be increased by 4%.</p> <p>Light Dues for Vessels Operating in the Coastal Waters of Ghana reduced by 50%</p>
<p><b>2. Vessel Handling</b></p> <ul style="list-style-type: none"> <li><b>2.1 Berth Occupancy Charges – 4%</b></li> <li><b>2.2 Pilotage Charges – 4%</b></li> <li><b>2.3 Towage Charges – 4%</b></li> <li><b>2.4 Mooring/Unmooring Charges – 4%</b></li> <li><b>2.5 Vessel Shifting Charges – 4%</b></li> <li><b>2.6 Anchorage Charges – -20%</b></li> <li><b>2.7 Detention of Pilot – 4%</b></li> <li><b>2.8 Cancellation of Movement – 4%</b></li> <li><b>2.9 Movement of Vessel to Tema Dry Dock – 4%</b></li> <li><b>2.10 Supply of Fresh Water to Vessels – 10%</b></li> <li><b>2.11 Underwater Services – 4%</b></li> </ul>	<p>Minimum Anchorage Charge maintained</p> <p>Fresh water rate to be increased by 10% to reflect the special water tariffs applied by GWC.</p>
<p><b>3. Stevedoring</b></p> <p><b>3.1 Cargo Handling:</b></p> <ul style="list-style-type: none"> <li>○ Imports – 4%</li> <li>○ Exports – 0%</li> <li>○ Shift Via Quay – 4%</li> <li>○ Shift on Board (Within Hold) – 4%</li> <li>○ Transhipment (Inbound/Outbound) – 4%</li> <li>○ Transit Inbound – 4%</li> <li>○ Transit Outbound – 0%</li> </ul> <p><b>3.2 Handling of Hatch Covers – 4%</b></p>	<p>Export of Unpacked vehicles increased by 4%.</p> <p>Exports of General goods under conventional cargo was harmonised with non-traditional export rates and increased by 4%</p>

<b>3.3 Craneage:</b> <ul style="list-style-type: none"> <li>○ Full Containers – 0%</li> <li>○ Empty Containers – 0%</li> <li>○ Conventional Cargo – 10%</li> <li>○ Dry Bulk – 4%</li> <li>○ Unpacked Vehicles – 4%</li> </ul>	<p>Craneage for Conventional Cargo, Unpacked Vehicles and Dry Bulk Cargo were not increased in 2016.</p> <p>Labour OT Charges on MTY Containers exempted from the increase.</p>
<b>3.4 Other Cargoes (Handling)</b> – 4%	
<b>3.5 Baco Liner Operations</b> – 4%	
<b>3.6 Labour Charges</b> – 4%	
<b>4. Receipt and Delivery Charges:</b>	
<b>4.1 Terminal Handling Charge: (Conventional, Unpacked Vehicles, Containers):</b>	
4.1.1 Imports – 16% 4.1.2 Exports – 10% 4.1.3 Transit – 0% 4.1.4 Transshipment – 0%	Terminal Handling Charge for Direct routed containers and DG I and II have been restructured to correct distortions and restore relativity between rates. This has resulted in increases above the 16% and 10%.
<b>4.2 Terminal Handling Charge: Empty Containers</b> 4.2.1 Imports – 4% 4.2.2 Exports – 4% 4.2.3 Transit – 4% 4.2.4 Transshipment – 4%	
<b>4.3 Transfer of Cargo From Port to ICDs (Conventional, Unpacked Vehicles, Containers):</b> 4.3.1 Imports – 16% 4.3.2 Exports – 10% 4.3.3 Transit – 0% 4.3.4 Transshipment – 0%	
<b>4.4 Stuffing/Unstuffing Charges</b> 4.4.1 Imports – 16% 4.4.2 Exports – 10% 4.4.3 Transit – 0% 4.4.4 Transshipment – 0%	<b>LCL categories created for:</b> <ul style="list-style-type: none"> <li>▪ Cont Engines/Spare Parts</li> <li>▪ Cont with Hanged/Ramped vehicles</li> </ul>
<b>4.5 Partial Unstuffing</b> 4.5.1 Imports – 16% 4.5.2 Exports – 10% 4.5.3 Transit – 0% 4.5.4 Transshipment – 0%	Partial unstuffing rate for 40' Cont. with regard to Containers with General Goods, Engines, Hanged Vehicles reduced between 12% to 25% to harmonise rates. Rates for DG I and II restructured to correct error. This has resulted in increases above the 16% and 10%.
<b>4.6 Additional Handling of Container</b> 4.6.1 Imports – 16% 4.6.2 Exports – 10% 4.6.3 Transit – 0% 4.6.4 Transshipment – 0%	

<b>4.7 Lift-On-Lift-Off Container</b>			
4.7.1	Imports	–	16%
4.7.2	Exports	–	10%
4.7.3	Transit	–	0%
4.7.4	Transhipment	–	0%
<b>4.8 Other Services</b>			Lift on Lift off of Empty containers increased by 0%
4.8.1	Imports	–	16%
4.8.2	Exports	–	10%
4.8.3	Transit	–	0%
4.8.4	Transhipment	–	0%
<b>4.9 Transfer of Devanned Vehicles at ICDs</b>			
4.9.1	Imports	–	0%
4.9.2	Exports	–	0%
4.9.3	Transit	–	0%
4.9.4	Transhipment	–	0%
<b>4.10 Storage and Warehousing Charges</b>			
4.10.1	Imports	–	16%
4.10.2	Exports	–	10%
4.10.3	Transit	–	0%
4.10.4	Transhipment	–	0%
<b>4.11 Storage and Warehousing Charges: MTY Cont.</b>			
1.1.1	Imports	–	4%
1.1.2	Exports	–	4%
1.1.3	Transit	–	4%
1.1.4	Transhipment	–	4%
<b>4.12 Labour Charges</b>			
1.1.5	Labour OT Charges (Ship)	–	4%
1.1.6	Idle Time and Stand-by Charges	–	4%
1.1.7	Labour OT Charges (Storage)	–	16%
1.1.8	Extra Service Charges	–	16%
<b>1.2 Dangerous Goods Monitoring Charges</b>			
1.2.1	Imports	–	16%
1.2.2	Exports	–	10%
1.2.3	Transit	–	0%
1.2.4	Transhipment	–	0%
<b>5. Hire of Craft and Equipment</b>			
5.1	Hire of Floating Craft	–	4%
5.2	Hire of Cargo Handling Equipment	–	- 27.2%
5.3	Hire of Stevedore Gears	–	--
5.4	Hire of Fire Fighting Equipment	–	4%
5.5	Hire of Ambulance	–	4%
<b>6. Supply and Support Vessels</b>			The rates for the hire of Stevedore Gears have been restructured to reflect the cost of new gears/construction to meet ISO requirements.
6.1	Licence Fees	–	4%
6.2	Port Dues	–	4%
6.3	Operational Charges	–	4%

<b>7. Tema Fishing Harbour</b>			
7.1	Vessel Handling Charges	–	4%
7.2	Port Dues on Cargo	–	4%
7.3	Light Dues	–	4%
7.4	Stevedore Royalty	–	0%
7.5	Port Services	–	4%
7.6	Fire Fighting and Stand-by Charges	–	4%
7.7	Licensing and Operation of Craft	–	4%
<b>8. Charges for Oil Rigs, Production Platforms Craft of Unusual Characteristics</b>			
8.1	Harbour Rent (Berth Occupancy Charge)	–	-50%
8.2	Pilotage Charge	–	-50%
8.3	Towage	–	-50%
8.4	Mooring/Unmooring	–	-50%
8.5	Light Dues	–	-50%
8.6	Lay-By Charges	–	-50%
			These rates have been reduced by 50%.
<b>9. Oil and Gas Services</b>			
9.1	Port Dues on Cargo	–	4%
9.2	Port Dues on Vessels	–	4%
9.3	Ship-to-Ship Cargo Transfer	–	4%
9.4	Pumped Material	–	4%
9.5	Gate Fees	–	4%
9.6	Vessel Handling Charges	–	4%
9.7	Cargo Handling Charges	–	4%
9.8	Supply of Fuel	–	4%
9.9	Supply of Portable Water	–	0%
9.10	Supply of Desalinated Water	–	0%
9.11	Hire of Equipment	–	4%

## 2. RESTRUCTURING

The main elements of the Restructuring are outlined below:

### 2.1 SCHEDULE 1- PORT DUES

**Port Dues on Vessels** – Introduction of a new Tariff item called Port Dues on Vessels to be applicable exclusively to vessels that call at the port without working cargo or passengers.

**Differentiated Rates for Exports** – A differential tariff rate for Exports is set for Port Dues on Cargo (and Stevedorage). The rate for Exports will be set at 5 percent below the new Import rates. This means that the current rates for Exports for Port Dues on Cargo (and Stevedorage) remain unchanged. The definition of Non-Traditional Exports has been revised to include all Exports. The effect of this revision is that the Port Dues on Exports remains unchanged and not be affected by the increase in tariff rates.

**Differentiated Rates for Transit Outbound** - Lower tariff rates are set for Transit Outbound. These rates will be 5 percent below the Transit Inbound Rates for Port Dues on Cargo. This means that there will be no increase in the rates Transit Outbound traffic when the Revised Port Tariffs come into effect.

**Pipeline Dues** – The rates for Pipeline Dues have been converted into United States Dollars to correct an error.

**ISPS Code Implementation Dues** – The Implementation of the ISPS Code Dues remain deferred until a consensus is reached with all stakeholders about its implementation.

**Port Infrastructure Development Fund** – The Introduction of the Port Infrastructure Development Dues is deferred until a consensus is reached with all stakeholders about its implementation.

### 2.2 SCHEDULE 2 - VESSEL HANDLING

The proposal to restructure the Vessel Handling Charges is deferred to 2019 to coincide with the completion of the First Phase of the Port Expansion Projects in Tema.

### 2.3 SCHEDULE 3 – STEVEDORAGE

**Differentiated Rate for Exports** – Lower tariff rates are set for Exports. This restructuring is meant to support the country's export promotion drive. The implementation of this items means that there will be no increase in the current Stevedorage for Exports when the Revised Tariffs are implemented.

**Differentiated rate for Palletised Cargo and Jumbo Bags** – Lower tariff rates are set for Palletised Cargo and Jumbo Bags for Stevedoring (and Receipt and Delivery). The new rates are meant to reflect the use of relatively less labour resources in the handling of such unitised cargos.

**Formalise the Restructured BIBO Tariff** – The Tariff of BIBO operations was restructured earlier this year following the licensing of BIBO (Bagging) Operators. The new rate for BIBO is designed to reflect the scope of work and resource intensity in the Bagging Operations, relative to Stevedoring of Dry Bulk Cargo.

**Royalty on Labour Overtime Charges and Extra Service** – Overtime has become a regular and predictable income for Stevedores and RDS Operators. This became the norm when Overtime was restructured and indexed to the volume and type of cargo. Royalty will now be levied on the revenues from Labour Overtime and Extra Service earned by Licensed Stevedores and Concessionaires.

## **2.4 STEVEDORING - CRANEAGE**

**Minimum Tariff for Craneage.** A minimum tariff will be set for Craneage to ensure that a minimum amount of revenue, enough to cover the cost of the deployment of the Mobile Harbour Cranes to support ship operations. This will also end the confusion about the use of the Hire Rate for the deployment of the Mobile Harbour Cranes.

**Out of Gauge Containers Stuffed with Dangerous Goods** - The current Tariffs have a single rate for Out of Gauge Containers. Considering that there are different tariff rates for Dangerous Goods a different tariff is now set for Out of Gauge Containers stuffed with Dangers Goods I and II. This also apply to DG Empty Containers.

## **2.5 SCHEDULE 4 - RECEIPT AND DELIVERY CHARGES**

**Differentiated rate for Palletised Cargo and Jumbo Bags** – Lower tariff rates are set for Palletised Cargo and Jumbo Bags for Receipt and Delivery (and Stevedoring). The new rates are meant to reflect the use of less labour resources in the handling of such unitised cargos.

**Rates for containers above 40 feet in Length** – The Schedules for Stevedorage and Port Dues make provision for containers above 40 feet in length. There is however no such provision for Receipt and Delivery Charges. With the increase in this type of boxes, a new rate has been set for such Containers for the relevant Receipt and Delivery Services viz. Terminal Handling, Unstuffing, Transfer, etc.

**Transfer of Containers from Port to ICDs** – A differentiated rate created for Takoradi to reflect distance from Port to Tacotel.

**Containers with Engines and Spares** – This has been redefined to include bicycles.

**New tariff item for Inter-Terminal Transfer of Cargo viz.** The Port Tariffs has an item for the transfer of cargo (Containers, Vehicles and Conventional Cargo) from the Port to the ICDs. There is however no tariff for the transfer of cargo between ICDs and between Terminal 1 and the MPS Terminal. The rate for the transfer from the Port to the ICDs in the Tariff is therefore used to fill this gap by Port Operators. The new tariff will address the problem.

## **2.6 NEW TARIFF SCHEDULES**

**Coastal Tariffs** – A Schedule for Coastal Tariffs has been developed to promote indigenous short sea shipping (Cabotage).

**Licence Fees** - The Revised Tariffs have a new Schedule of Fees for the various Licences issued by the Authority, e.g. General Stevedoring, ICDs, Dock Labour Management and Supply, Bunkering, Equipment Pool/Hire etc. to private port operators.

**Environmental Charges** - The Environmental Charges applied by the Ship Reception Facility Operators under the MARPOL Convention are codified into a new Schedule in the Revised Port Tariffs.

### **OTHERS**

Other changes, which include new definitions, clarification of existing definitions, etc. are introduced in the Revised Tariffs.