



GHANA PORTS AND HARBOURS AUTHORITY

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8th November, 2019

ALL PORT OPERATORS/USERS

Dear Sir/Madam,

RESTRUCTURED/ REVISED GHANA PORTS TARIFFS – EFFECTIVE 2ND DECEMBER 2019

INTRODUCTION

Per the Deed of Amendment to the Concession Agreement signed between Ghana Ports & Harbours Authority (GPHA) and Meridian Port Services Ltd. (MPS) in June 2015, GPHA is contractually obliged to implement a Revised/Adjusted Port Tariff on the commencement of operation at Container Terminal 3. Pursuant to Clause 3.14(a-i) of the MPS Deed of Amendment, the Adjusted Tariff as submitted has been incorporated into our tariffs.

In order to avoid a dual tariff regime, and also in line with the periodic revisions required to be done by GPHA to streamline the administration of the Ports Tariffs, the revised rates have been applied to all cargo types and vessel operations. GPHA has further restructured some tariff items in line with the commencement of operation of MPS Terminal 3 in particular, and generally in line with the massive expansion programme in both Tema and Takoradi Ports to position our corridor as the hub of West Africa.

This Restructured/Adjusted Tariff therefore, covers the following:

- New Tariff Items
- Restructuring of Existing Tariff Items
- Upward Review of Tariff Items
- Conversion of Receipt and Delivery charges into US Dollar and re-conversion into GHS

1.0 INTRODUCTION OF NEW TARIFF ITEMS

(A) ISPS IMPLEMENTATION DUES

The ISPS Implementation Dues was first introduced in 2014, but was suspended due to inadequate stakeholder appreciation of its pertinence. This item has therefore now been re-introduced. The re-introduction has become necessary to enable the GPHA recover huge investment and maintenance cost in providing security at both the marine and landside of the port, and also to constantly improve on our security capability in the face of growing threats to

maritime security in neighboring waters. Such investment includes CCTV, Access Control, Electronic Boom Barriers, Physical Security, patrolling, sophisticated communication equipment etc.

(B) STEVEDORING CHARGES ON LIQUID BULK

This is introduced to cater for stevedorage of Liquid Bulk delivered via Pipelines. Over the years this activity was omitted from the tariffs and it becomes necessary to introduce it now to cover the service being provided as stevedorage remains a function of the Port Authority

(C) DEPLOYMENT OF ADDITIONAL PILOT

An additional Pilot required for berthing a vessel shall be charged at the rate of US\$ 600 per hour.

2.0 RESTRUCTURING OF EXISTING TARIFF ITEMS

(A) SECOND SCHEDULE - VESSEL HANDLING CHARGES

The commencement of operations of Terminal 3 is bound to attract bigger vessels to the Port due to the deeper access channel and alongside draught. The restructuring is designed to cater for the expected increase and thus increase revenue from the handling of these vessels to help pay back the huge investment. The restructuring involves the raising of the baseline vessel size from 1,000 to 10,000 gross tons; and Length Overall (LOA) from 100 to 150 m. The cut-off point has been increased from 40,000 to 100,000 GT. The cut-off point from LOA has also been 250 to 400 m.

The cut-off for Tankers and Bulk Carriers has been revised upward from vessels up to 20,000 GT to 50,000 GT.

Towage is compulsory for vessels calling the Port. Towage with one Tug is compulsory for vessels up 10,000 GT and two tug boats for vessels exceeding 10,000 GT. The deployment of an extra Tug Boat will attract 50% of the Towage charge.

For vessels of 300 meters and above in length – LOA, a minimum of three (3) Tug boats will be used for towage.

Vessels calling Terminal One and Two shall attract rebates on Marine services.

(B) RESTRUCTURING OF THE TARIFF FOR UNSTUFFING OF CONTAINERS WITH VEHICLES

Container Stuffed with Vehicles is any container stuffed with one or more vehicles, whether or not the vehicle is hanged or ramped. A container stuffed with at least one vehicle together with personal effects or other general goods shall be considered as container stuffed with vehicles. For the avoidance of doubt, container stuffed with vehicles together with engines, machinery and equipment, spare parts, and machinery parts and components shall not be considered as a

Container Stuffed with Vehicles. These shall be categorized as Containers Stuffed with Engines, Machinery and Equipment, and Spare Parts.

(C). TRANSSHIPMENT CONTAINER TARIFFS

In line with the objective of making Tema Port the Transshipment Hub within the sub-region, the transshipment tariffs have been restructured into a composite rate.

In principle, a considerably reduced Tariff Rate will be applied as standard base line rate for transshipment along with a volume base rebate scheme that will be applicable to the Shipping Lines that make Tema Port a transshipment hub with the required volumes.

The proposed transshipment volume rebate scheme has Five (5) volume tiers and based on annual throughput volume (full and empty) counted on discharge.

The volume rebate scheme will start after attainment of throughput of 25,000 TEU per year. The Tiers are as follows:

<25,000 TEU	Tiers 1 >25,000 TEU	Tier 2 >50,000 TEU	Tier 3 >100,000 TEU	Tier 4 >200,000 TEU
Standard Tariff Rate	5% rebate	10% rebate	15% rebate	20% rebate

The implementation starts with applying the Standard Tariff Rate, thereafter the respective volume rebate will be applied as the throughput volume reaches the next tier. For avoidance of doubt, the rebate applies to the volumes above the tier reached (no backward effect).

The “all-inclusive” transshipment tariff rates are:

	FULL		EMPTY	
	20'	40'	20'	40'
BASE TARIFF	\$ 200.00	\$ 300.00	\$ 150.00	\$ 225.00
Tier 1 > 25,000 TEU	\$ 190.00	\$ 285.00	\$ 142.50	\$ 213.75
Tier 2 > 50,000 TEU	\$ 180.00	\$ 270.00	\$ 135.00	\$ 202.50
Tier 3 > 100,000 TEU	\$ 170.00	\$ 255.00	\$ 127.50	\$ 191.25
Tier 4 > 200,000 TEU	\$ 160.00	\$ 240.00	\$ 120.00	\$ 180.00

(D) PORT CLEANING – DIRTY CARGO CHARGES

This tariff item has also been restructured. The Port Cleaning –Dirty Cargo charges shall apply to all Dry Bulk Cargo such as Manganese, Bauxite, Clinker, Slag, Pozzolana etc.

3.0 UPWARD REVIEW OF SHEDULE 1-4 TARIFF ITEMS (RECEIPT AND DELIVERY CHARGES)

The tariffs items for Schedule 1-4 have been increased per the details below;

Justification for the upward revision is on the following grounds:

1. Contractual obligation imposed by the MPS Terminal 3 Deed of Amendment.
2. Increase in inflationary trends. Inflation measured by the consumer price index (CPI) has inched up by 15.9 points representing 7.29 percent since the last tariff review to March 2019. From the period to May 2019, the price of diesel fuel, a major input into port operations, increased by 15.13 percent.
3. Requirement to cover the cost providing services in the Port.

1. SCHEDULE ONE–PORT DUES:	REMARKS
1.1 Port Dues on Vessels: 16.00%	
1.2 Port Dues on non-containerized cargo (Dry/Liquid bulk, Conventional, Unpacked Vehicles, Frozen Fish/Meat): 1.2.1 Imports (Non-containerized) 16.00% 1.2.2 Exports (Non-containerized) 12.00%	
1.3 Port Dues Containerized cargo 1.3.1 Import (Containerized) 1.28%-15.38% 1.3.2 Export (Containerized) 12.00%	
2. SCHEDULE TWO –Marine Services	Restructured
3.0 SCHEDULE THREE – STEVEDORING CHARGES 3.1 Conventional Cargo 3.1.1 Imports -10.95% 3.1.2 Exports -10.95% 3.1.3 Transit -10.95% 3.1.4 Transshipment - 10.95%	
3.2 Containerized Cargo 3.2.1 Imports - 10.95% 3.3.1 Exports - 10.77-34.81% 3.3.2 Transit - 10.95% 3.3.3 Transshipment - 10.95%	
4. SCHEDULE FOUR - RECEIPT AND DELIVERY CHARGES 4.1 (Non-containerized Cargo (Conventional cargo, unpacked vehicle, transfer of vehicles etc.) 4.1.1 Imports 58%-217% 4.1.2 Exports 101%-354% 4.1.3 Transit 00.00%-00.00%	

4.1.4	Transshipment	00.00-00.00%	
4.2 CONTAINERS			
4.2.1	Imports	- 68%-78%	
4.2.2	Exports	- 88%	
4.2.3	Transit	- 00.00%	
4.2.4	Transshipment	00.00%	
4.3 STORAGE CHARGES			
4.3.1	Non-containerized Cargo (Conventional cargo, unpacked vehicle)		
4.3.2	Import	62%-68%	
4.3.3	Export	62%-68%	
4.3.4	Transit	00:00	
4.3.5	Transshipment	55%-59%	
4.4 CONTAINER			
3.4.1	Import	71%-224%	
3.4.2	Export	10.95%	
3.4.3	Transit	55%-140%	
3.4.5	Transshipment	15%-80%	
5. SCHEDULE FIVE - HIRE OF CRAFT AND EQUIPMENT			No Increase
6. SCHEDULE SIX- SUPPORT/SUPPLY VESSEL			No Increase
7. SCHEDULE SEVEN - TEMA FISHING HARBOUR TARIFF			
7.1.1	Royalty on Fish and Meat Product	15.30%	
7.1.2	Supply of Fresh Water	10.95%	
8. SCHEDULE EIGHT- CHARGES FOR OIL RIGS, PRODUCTION PLATFORMS AND VESSELS OF UNUSUAL CHARACTERISTICS			No Increase

<p>9. SCHEDULE 9- OIL AND GAS SERVICES TARIFFS</p> <p>9.1.1 Vessel Dues- introduced additional vessel size 1,500-2500 GT and Vessels above 2500GT</p> <p>9.1.2 Changed Cross Quay to Port Dues and introduced new tariff lines for Baskets Containers.</p> <p>9.1.3 Gate Fees has been expanded to cover all cargo entering and exiting the port.</p> <p>9.1.4 Berth Occupancy Charges has been changed from per Day rate to 2 tiers of Twelve hours (12) and Subsequent Six hours (6)</p> <p>9.1.5 Tariffs for Desalinated water and Fees for Dedicated Equipment remain the same.</p> <p>9.1.6 Ship-to-Ship transfer of cargo has been moved to Schedule Eleven 11</p> <p>9.1.7 Storage Charges for Oil and Gas cargo stored at common user area introduced.</p>	<p>Some tariffs items increased by 10.95%</p>
<p>10. SCHEDULE TEN –CHARGES FOR COASTAL AND SHORT SEA TRAFFIC</p>	<p>No increase</p>
<p>11. SCHEDULE ELEVEN-CHARGES FOR OFFSHORE OPERATION</p>	<p>No increase</p>
<p>12. SCHEDULE TWELVE- SHIP WASTE RECEPTION FACILITIES</p>	<p>No increase</p>
<p>13. PORT OPERATOR LICENCE FEES</p>	<p>No increase</p>

Yours faithfully,

For: GHANA PORTS AND HARBOURS AUTHORITY



MICHAEL A. LUGUJE
DIRECTOR-GENERAL

cc: Director of Port, Takoradi/Tema
GM – Finance/Audit/CP/MCA/Legal/Admin./Eng