

GHANA PORTS AND HARBOURS AUTHORITY



**PORT TARIFFS
SEAPORTS OF GHANA**

MARCH 2021

(Part 2)



FIFTH SCHEDULE – HIRE OF CRAFT AND EQUIPMENT			
5H6000	6. CONFINED SPACE ATTENDANCE		
5H6001	Per Fireman	28.08	Within Port
5H6002	Per Fireman	56.16	Outside the Port
5H7000	7. FIRE MONITORING/ SUPERVISION		
5H7001	Monitoring with Fire Tender and Crew	67.60	Within Port
5H7002	Monitoring with Fire Tender and Crew	84.50	Outside the Port
5H7003	Monitoring by Fireman with Portable Appliance	15.72	Within Port
5H7004	Monitoring by Fireman with Portable Appliance	26.12	Outside the Port
5H8000	7. TAKORADI OIL JETTY - STAND-BY AND MONITORING CHARGES		
5H8001	Oil Discharge Operations	104.00	Stand-by/Monitoring with Fire Tender, Accessories and Crew
5H8002	LPG/LNG Discharge Operations	112.84	
5H9000	8. LEASE OF PORTABLE FIRE APPLIANCE		Installation, Training and Maintenance
5H9001	Per Hand Appliance	10.40	
5H10000	9. SERVICING OF PORTABLE FIRE APPLIANCE	PER UNIT US\$	PER UNIT US\$
		DRY POWDER/CO₂ EXTINGUISHERS	FOAM EXTINGUISHERS
5H10001	1,2,3 & 4 Kg Hand Appliance	25.00	25.00
5H10002	5 Kg Hand Appliance	27.00	27.00
5H10003	6 Kg Hand Appliance	29.00	29.00
5H10004	9 Kg Hand Appliance	39.00	39.00
5H10005	10 Kg Hand Appliance	43.00	43.00
5H10006	20 Kg Hand Appliance	47.50	47.50
5H10007	25 Kg Hand Appliance	49.75	49.75
5H10008	30 Kg Hand Appliance	52.00	52.00
5H10009	50 Kg Hand Appliance	72.00	72.00
5H10010	70 Kg Hand Appliance	89.00	89.00
5H10011	100 Kg Hand Appliance	140.00	140.00
5H10012	120 Kg Hand Appliance	163.00	163.00

Note: Includes Labour and Materials.

5H11000	10. RECHARGING OF BREATHING APPARATUS	LITRES	UNIT PRICE US\$
5H11001	Breathing Apparatus	10	20.00

Note: Additional work shall be charged at cost plus 20% margin.

5I0000	I. HIRE OF GEARS	PER DAY US\$	REMARKS
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	



FIFTH SCHEDULE – HIRE OF CRAFT AND EQUIPMENT			
5I1000	I. HIRE OF GEARS	PER DAY US\$	REMARKS
5I1007	Bob Cat Net	24.42	
5I1008	Bob Cat (Skid Steer)	500.00	
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	
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 Up to 10 Tonnes	18.60	
5I1024	Chain slings Above 10 Tonnes	23.26	
5I1025	Chain sling with hook (Up to 10 tonnes)	23.91	
5I1026	Chain sling with hook (Above 10 tonnes)	30.60	
5I1027	Chain sling with Twist Lock (Up to 10 tonnes)	35.65	
5I1028	Chain sling with Twist Lock (Above 10 tonnes)	40.94	
5I1029	Clamp Type Pallet Lift Gear	17.79	
5I1030	Clamp Type Paper Reel Gear	17.79	
5I1031	Clamp Type Steel Plate	35.23	
5I1032	Cocoa Hooks (Wire-Twos)	9.07	
5I1033	Drum hooks	9.42	
5I1034	Drums Hooks – Rope Device	12.94	
5I1035	Electric heat blower	9.07	
5I1036	Forklift Lifting Device	13.95	
5I1037	Forklift Truck Spreader Bar	13.95	
5I1038	Fridge Gloves	2.33	
5I1039	Foam Mattress	5.39	
5I1040	Hammer	3.49	
5I1041	Hammer Locks	4.40	
5I1042	Hand Gloves - Cotton	1.00	
5I1043	Hand Gloves - Rigger	1.00	
5I1044	Hand Trucks	27.91	



FIFTH SCHEDULE – HIRE OF CRAFT AND EQUIPMENT			
5I1000	I. HIRE OF GEARS	PER DAY US\$	REMARKS
5I1045	Heavy duty cargo bar (Up to 10 tonnes)	35.65	
5I1046	Heavy duty cargo bar (Above 10 tonnes)	42.94	
5I1047	Heavy Lift Wire (5 - 10 Tonnes)	31.05	
5I1048	Heavy Lift Wire (Above 10 Tonnes)	35.58	
5I1049	Knives	31.05	
5I1050	Lifting Belt	11.63	
5I1051	Lorry Slings	35.23	
5I1052	Lorry Spreader	43.95	
5I1053	Man Cage	23.26	
5I1054	Metal Ladder	9.30	
5I1055	Pallets	20.98	
5I1056	Pipe Hooks	5.93	
5I1057	Rope Slings	5.93	
5I1058	Round Boards	195.59	
5I1059	Rubber boots	6.19	
5I1060	Safety Nets	13.60	
5I1062	Salt Sling	5.93	
5I1062	Shackles (up to 5 tonnes)	6.10	
5I1063	Shackles (above 5 – 10 tonnes)	10.10	
5I1064	Shackles (Above 10 tonnes)	15.39	
5I1065	Sharpening Machine	12.94	
5I1066	Shovels	3.78	
5I1067	Spear	6.19	
5I1068	Spikes	4.65	
5I1069	Steel wire protectors	6.10	
5I1070	Tag lines (Any length)	4.65	
5I1071	Tarpaulins	23.26	
5I1072	Truck Towing Bar	9.07	
5I1073	Twist lock (Bar)	27.91	
5I1074	Wire cutter	9.30	
5I1075	Wire Fours	9.30	
5I1076	Wire Net Slings	9.30	
5I1077	Wire Strops	9.30	
5I1078	Wire with Container Hook	23.26	
5I1079	Wire with Twist Lock	29.07	
5I1080	Polypropylene Rope Sling	10.30	



SIXTH SCHEDULE: CHARGES FOR SMALL CRAFT

For the purpose of this Schedule, a Small Craft 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 15m	16 to 30m	31 - 60m	61 - 90m	Above 90m	
6A1000	A. Licence Fees	US\$	US\$	US\$	US\$	US\$	
6A1001	Licence Fees	790.40	1,046.24	1,569.36	2,354.56	3,531.84	Per Annum Per Craft
6B1000	B. Port Dues	US\$	US\$	US\$	US\$	US\$	
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	
6C1000	C. Operational Charges	US\$	US\$	US\$	US\$	US\$	
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	83.20	149.76	224.64	336.96	505.44	
6C1004	Berth Occupancy	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 Small Craft which ply the waters within the port limits shall be licensed by GPHA in addition to the craft.



CODE	SEVENTH SCHEDULE: TEMA FISHING HARBOUR CHARGES		
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.			
7A0000	A. VESSEL HANDLING	FIRST 24 HOURS OR PART THEREOF	EVERY SUBSEQUENT 12 HOURS OR PART THEREOF
7A1000	1. BERTH OCCUPANCY (HARBOUR RENT)	US\$	US\$
7A1001	Vessel LOA up to 50 metres	70.72	40.56
7A1002	Vessel LOA Above 50 meters and Up to 75 metres	77.79	44.62
7A1003	Vessel LOA Above 75 metres and Up to 100 metres	85.57	49.08
7A1006	Vessel LOA Above 100 metres	94.13	53.99
7A2000	2. PILOTAGE CHARGES	PER MOVEMENT US\$	REMARKS
7A2001	Vessels up to 500 GT	69.68	
7A2002	Vessels above 500 GT and up to 1000 GT	76.65	
7A2003	Vessels above 1000 GT and up to 1500 GT	84.31	
7A2004	Vessels above 1500 GT and up to 2000 GT	92.34	
7A2005	Vessels above 2000 GT and up to 2500 GT	102.02	
7A2006	Vessels above 2500 GT and up to 3000 GT	112.22	
7A2007	Vessels with GT above 3000	123.44	
7A3000	3. TOWAGE	PER MOVEMENT US\$	REMARKS
7A3001	Vessels up to 500 GT	104.52	
7A3002	Vessels above 500 GT and up to 1000 GT	114.97	
7A3003	Vessels above 1000 GT and up to 1500 GT	126.47	
7A3004	Vessels above 1500 GT and up to 2000 GT	139.12	
7A3005	Vessels above 2000 GT and up to 2500 GT	153.03	
7A3006	Vessels above 2500 GT and up to 3000 GT	168.33	
7A3007	Vessels with GT above 3000	185.16	
7A4000	4. MOORING/UNMOORING CHARGES	PER GT US\$	REMARKS
7A4001	Vessels up to 500 GT	38.48	
7A4002	Vessels above 500 GT and up to 1000 GT	42.33	
7A4003	Vessels above 1000 GT and up to 1500 GT	46.56	
7A4004	Vessels above 1500 GT and up to 2000 GT	51.22	
7A4005	Vessels above 2000 GT and up to 2500 GT	56.34	
7A4006	Vessels above 2500 GT and up to 3000 GT	61.97	
7A4007	Vessels with GT above 3000	68.17	



Code	SEVENTH SCHEDULE: TEMA FISHING HARBOUR CHARGES		
7A5000	5. SHIFTING CHARGES	PER MOVEMENT	
		US\$	
7A5001	Vessels up to 500 GT	373.88	
7A5002	Vessels above 500 GT and up to 1000 GT	411.27	
7A5003	Vessels above 1000 GT and up to 1500 GT	452.39	
7A5004	Vessels above 1500 GT and up to 2000 GT	497.63	
7A5005	Vessels above 2000 GT and up to 2500 GT	547.40	
7A5006	Vessels above 2500 GT and up to 3000 GT	602.14	
7A5007	Vessels with GT above 3000	662.35	
7B0000	B. PORT DUES ON CARGO	PER TONNE	
7B1000	1. LOCAL CATCH:	US\$	
7B1001	Unpacked Tuna Fish	3.62	
7B1002	Carton Fish	3.62	
7B2000	2. FOREIGN CATCH:		
7B2001	Unpacked Tuna	4.22	
7B2002	Carton Fish	4.22	
7B2003	Frozen Meat	4.22	
7C0000	C. STEVEDORE ROYALTY	PER TONNE	
		US\$	
7C1001	Frozen Fish/Meat	3.00	
7D0000	D. PORT SERVICES	PER TONNE	
		US\$	
7D1000	1. SUPPLY OF FRESH WATER AND SHIPSTORES		
7D1001	Supply of Water from Hydrant to Local Vessels	14.65	
7D1002	Supply of Water from Hydrant to Foreign Vessels	18.31	
7D1003	Ship Stores	4.50	
7D1004	Supply of Salt	1.41	
7D2000	2. PIPELINE LEVY	PER MONTH	REMARKS
		US\$	
7D2001	1. Pipeline Levy	401.55	
7E1000	E. LIGHT DUES	PER GT	
		PER QUARTER	
		US\$	
7E1001	All Vessels	0.12	
7F0000	F. FIRE FIGHTING AND STAND-BY DUTIES	PER HOUR	REMARKS
7F1000	1. Fire Cover For Hot Works	US\$	
7F1001	First Day	5.00	Per Fireman
7F1002	Second to Fourth Day	7.00	
7F1003	Thereafter	10.00	
7F2000	2. Hire of Portable Pumps		
7F2001	Stand-by at Bunkering Points	10.00	Per Fireman
7F3000	3. Confined Space Attendance		
7F3001	Per Fireman	31.15	



SEVENTH SCHEDULE: TEMA FISHING HARBOUR CHARGES			
7G1000	G. HIRE OF FORKLIFT TRUCKS & MOBILE CRANES	PER HOUR US\$	REMARKS
7G1001	3 - 4 Tonnes SWL (Forklift Truck)	6.32	
7G1002	16 – 30 Tonnes SWL	35.79	Fish Related
7G1003	16 – 30 Tonnes SWL	44.56	Non-Fish Related

Note: The rates specified above are exclusive of VAT and NHIL

7H1000	H. LABOUR OVERTIME CHARGES	PER HOUR US\$	
7H1001	Overtime	3.50	
7I1000	I. WOODEN VESSEL	GHS	
7I1001	Berthing Fee For Wooden Vessels	30.00	Per Annum



EIGHTH SCHEDULE: CHARGES FOR OIL RIGS /PRODUCTION PLATFORMS			
This Schedule of the Tariff is applicable to Oil Rigs and Oil/Gas Production Platforms whether they are from deep-sea or deployed in the coastal waters of Ghana.			
8A0000	A. OIL RIGS	PER DAY PER GT	
8A1000	1. BERTH OCCUPANCY	US\$	
8A1001	Swamp Drill Barge	0.50	
8A1002	Drill Ship	0.50	
8A1003	Jack Up Rig	0.50	
8A1004	Semi-Submersible Drill Craft	1.00	
8A2000	2. PILOTAGE	PER HOUR PER GT US\$	
8A2001	Swamp Drill Barge	0.50	
8A2002	Drill Ship	0.50	
8A2003	Jack Up Rig	0.50	
8A2004	Semi-Submersible Drill Craft	0.50	
8A3000	3. TOWAGE	PER TUG HOUR PER GT US\$	
8A3001	Swamp Drill Barge	0.50	
8A3002	Drill Ship	0.50	
8A3003	Jack Up Rig	0.50	
8A3004	Semi-Submersible Drill Craft	0.50	
8A4000	4. MOORING/UNMOORING	PER HOUR PER GT US\$	
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. PRODUCTION PLATFORMS			
8B1000	1. VESSEL HANDLING	PER GT US\$	
8B1001	Berth Occupancy	0.50	
8B1002	Pilotage	0.50	
8B1003	Towage	0.50	
8B1004	Mooring/Unmooring Charge	0.50	
C. OIL RIGS AND PRODUCTION PLATFORMS			
8C1000	1. LIGHT DUES	PER GT US\$	
8C1001	Swamp Drill Barge & Drill Ship	0.25	
8C1002	Jack Up Drills & Semi-Submersible Drill Craft	0.50	
8C1003	Oil Production Platform	0.50	



EIGHTH SCHEDULE: CHARGES FOR OIL RIGS AND PRODUCTION PLATFORMS			
C. OIL RIGS AND PRODUCTION PLATFORMS			
8C2000	2. LAY-BY CHARGES - MIDSTREAM	FIRST 90 DAYS PER GT PER DAY US\$	THEREAFTER PER GT PER DAY US\$
8C2001	Swamp Drill Barge	0.25	0.50
8C2002	Drill Ship	0.25	0.50
8C2003	Jack Up Drills	0.25	0.50
8C2004	Oil Production Platform	0.50	0.75
8C3000	3. ISPS DUES	PER GT US\$	
8C3001	Per month or part Thereof	0.50	Per month or part thereof

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 and Production Platforms shall be charged per the rates for normal movement.
- 3) A production platform is a craft with facilities for well drilling, exploration, extraction, storage, and processing of petroleum and natural gas.
- 4) Craft that call and spend less than 14 days shall attract a Rebate of 50 per cent of the ISPS Dues.



NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS

The Tariffs is applicable to Support/Supply vessels and Operators in the Offshore Oil & Gas sector who use the services and facilities of GPHA to support Oil exploration, drilling and production in Ghana coastal waters and beyond. All Operators within the Oil Services Hub are required to obtain Annual Operating Permit from the Port Authority.

9A0000 PORT DUES

9A1000 1. VESSEL DUES

PER GT

US\$

This charge is for the use of the general port facilities by vessels and applies to all Supply/Support vessels calling the port. The charge is to the account of the ship.

Code	Description	Rate (US\$)	Unit
9A1001	Vessels up 1,000 Gross Tons (GT)	0.58	Per Call
9A1002	Vessels Above 1,000 GT and Up to 1,500 GT	1.15	
9A1003	Vessels Above 1,500 GT and Up to 2,500 GT	1.25	
9A1004	Vessels Above 2,500	1.30	

9A2000 2. PORT DUES ON CARGO

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 or passing to or from a Supply/Support vessel while such vessel is made fast to another vessel, a berth or moored in any form within the confines of the port or similar facilities.

	DESCRIPTION	PER TONNE	PER UNIT	
		US\$	--	
9A2001	Liquid Bulk Cargo	8.32	--	
9A2002	Dry Bulk Cargo	8.32	--	
9A2003	General Cargo	9.23	--	
9A2004	Stuffed Skip less than 10 Tonne Capacity	--	167.31	
9A2006	Stuffed Skip 10 - 20 Tonne Capacity	--	207.70	
9A2008	Stuffed Skip Above 20 Tonne Capacity	--	218.08	
9A2005	Empty Skip less than 10 Tonne Capacity	--	26.54	
9A2007	Empty Skip 10 - 20 Tonne Capacity	--	31.15	
9A2009	Empty Skip Above 20 Tonne Capacity	--	36.35	
9A2010	20' Stuffed Container	--	63.46	
9A2012	40' Stuffed Container	--	93.46	
9A2011	20' Empty Container	--	36.92	
9A2013	40' Empty Container	--	51.92	
9A2014	Stuffed Basket Up to 10' in Length	--	15.87	
9A2015	Stuffed Basket Above 10' Up to 20' in Length	--	31.73	
9A2016	Stuffed Basket Above 20' Up to 40' in Length	--	46.73	
9A2017	Stuffed Basket Above 40' in Length	--	63.46	
9A2018	Empty Basket Up to 10' in Length	--	9.23	
9A2019	Empty Basket Above 10' Up to 20' in Length	--	18.46	
9A2020	Empty Basket Above 20' Up to 40' in Length	--	25.96	
9A2021	Empty Basket Above 40' in Length	--	36.92	

Note: Liquid Bulk cargo excludes MGO and bunker Fuel supplied to Support/Supply Vessels via Tank Farms located in the Port.



NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS

9A3000 3. GATE FEES

This is applicable to oil and gas services related cargo exiting/entering through the Port Gate.

	DESCRIPTION	PER TONNE US\$	PER UNIT US\$	
9A3001	Liquid Bulk (MGO and other petroleum related products, mud, etc)	1.50		
9A3002	General Cargo	3.46		
9A3003	20' Stuffed Container		74.88	
9A3004	40' Stuffed Container		112.32	
9A3005	20' Empty Container		43.68	
9A3006	40' Empty Container		62.40	
9A3007	Stuffed Basket Up to 10' in Length		20.77	
9A3008	Stuffed Basket Above 10' Up to 20' in Length		41.54	
9A3009	Stuffed Basket Above 20' Up to 40' in Length		62.31	
9A3010	Stuffed Basket Above 40' in Length		83.08	
9A3011	Empty Basket Up to 10' in Length		12.12	
9A3012	Empty Basket Above 10' Up to 20' in Length		24.23	
9A3013	Empty Basket Above 20' Up to 40' in Length		34.62	
9A3014	Empty Basket Above 40' in Length		48.46	

Note: Waste Skips (Full or Empty) for carrying waste products to/from Offshore are exempted from this charge.

9A4000 4. ISPS DUES

	DESCRIPTION	PER GT US\$	
9A4001	All vessels	0.25	Per call

9B0000 B. VESSEL HANDLING CHARGES

9B1000 1. VESSEL MOVEMENT CHARGE

This charge is for the movement of a vessel in and out of the Port. It is a composite rate and shall cover Pilotage, Towing 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 US\$	
	VESSEL MOVEMENT – BERTHING AND SAILING	US\$	
9B1001	Vessels up to 75 meters	519.25	
9B1002	Vessels Above 75 meters and Up to 100 meters	669.25	
9B1003	Vessels Above 100 meters and Up to 150 meters	903.49	
9B1004	Vessels Above 150 meters	1,221.48	
9B1005	Self-Propelled Barge Up to 50 meters LOA	603.20	NOTE: Dumb barges attract double of the Tariff specified.
9B1006	Self-Propelled Barge Above 50 meters LOA	814.32	

9B2000 2. BERTH OCCUPANCY CHARGE

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	FIRST 12 HOURS OR PART THEREOF US\$	SUBSEQUENT 6 HOURS OR PART THEREOF US\$	
9B2001	Vessels up to 75 meters	475.98	237.99	
9B2002	Vessels Above 75 meters and Up to 100 meters	506.26	253.13	
9B2003	Vessels Above 100 meters and Up to 150 meters	562.52	281.26	
9B2004	Vessels Above 150 meters	607.52	303.76	



NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS

	DESCRIPTION	FIRST 12 HOURS OR PART THEREOF	SUBSEQUENT 6 HOURS OR PART THEREOF	
		US\$	US\$	
9B2005	Self-Propelled/Dumb Barge Up to 50 meters LOA	729.02	364.51	
9B2006	Self-Propelled/Dumb Barge Above 50 meters LOA	787.34	393.67	
9C0000	C. FEES FOR CARGO HANDLING SERVICES			
9C1000	1. TRANSFER OF CARGO			
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. The rates are inclusive of tractors, trailers, labour, loading/offloading on/from trucks, receipt and delivery documentation				
	DESCRIPTION	PER TONNE US\$	PER UNIT US\$	
9C1001	General cargo (Lift Up to 5 Tonnes)	4.68		
9C1002	Heavy Lift I (Lift Above 5 Tonnes and Up to 10 Tonnes)	8.19		
9C1003	Heavy Lift II (Lift Above 10 Tonnes and Up to 20 Tonnes)	14.33		
9C1004	Heavy Lift III (Lift Above 20 Tonnes)	25.08		
9C1005	Dangerous Cargo	27.30		
9C1006	Stuffed Container up to 20' in Length	--	109.20	
9C1007	Stuffed Container up to 40' in Length	--	218.40	
9C1008	Empty Container up to 20' in Length	--	78.00	
9C1009	Empty Container up to 40' in Length	--	156.00	
9C1010	Stuffed Skip less than 10 ton Capacity	--	288.60	
9C1011	Stuffed Skip 10 - 20 ton Capacity	--	358.80	
9C1012	Stuffed Skip Above 20ton Capacity	--	382.20	
9C1013	Empty Skip less than 10 ton Capacity	--	46.80	
9C1014	Empty Skip 10 - 20 ton Capacity	--	54.60	
9C1015	Empty Skip Above 20 ton Capacity	--	63.96	
9C1016	Stuffed Basket Up to 10' in Length	--	27.30	
9C1017	Stuffed Basket Above 10' Up to 20' in Length	--	54.60	
9C1018	Stuffed Basket Above 20' Up to 40' in Length	--	109.20	
9C1019	Stuffed Basket Above 40' in Length		136.50	
9C1020	Empty Basket Up to 10' in Length	--	19.50	
9C1021	Empty Basket Above 10' Up to 20' in Length	--	39.00	
9C1022	Empty Basket Above 20' Up to 40' in Length	--	78.00	
9C1023	Empty Basket Above 40' in Length		97.50	
9C1024	Container Up to 20' Loaded with Dangerous Cargo	--	127.92	
9C1025	Container 40' and Above Loaded with Dangerous Cargo	--	180.96	

Note:

- 1) The Tariff shall be rebated by 25% for customers who collect or deliver their consignments at the quayside with their own trucks
- 2) See item C (3,4&5) in the General Terms and Conditions at Page 65 for guidelines for charging of heavy lifts.



NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS				
9C0000	C. CARGO HANDLING CHARGES			
9C2000	2. VESSEL DISCHARGING/LOADING			
These rates apply to discharging and loading of cargo from/to supply/support vessels or barks. The rate includes cargo gears, labour, Tally, Condition Report and supervision. It excludes lifting equipment chargeable separately under 9E0000				
	DESCRIPTION	PER TONNE US\$	PER UNIT US\$	
9C2001	General cargo (Lift Up to 5 Tonnes)	13.85		
9C2002	Heavy Lift I (Lift Above 5 Tonnes and Up to 10 Tonnes)	24.23		
9C2003	Heavy Lift II(Lift Above 10 Tonnes and Up to 20 Tonnes)	42.41		
9C2004	Heavy Lift III (Lift Above 20 Tonnes)	74.21		
9C2005	Dangerous Cargo	34.62		
9C2006	Stuffed Container up to 20' in Length	--	138.47	
9C2007	Stuffed Container up to 40' in Length	--	207.70	
9C2008	Empty Container up to 20' in Length	--	80.77	
9C2009	Empty Container up to 40' in Length	--	115.39	
9C2010	Stuffed Skip less than 10 ton Capacity	--	369.24	
9C2011	Stuffed Skip 10 - 20 ton Capacity	--	461.55	
9C2012	Stuffed Skip Above 20ton Capacity	--	484.63	
9C2013	Empty Skip less than 10 ton Capacity	--	57.69	
9C2014	Empty Skip 10 - 20 ton Capacity	--	69.23	
9C2015	Empty Skip Above 20 ton Capacity	--	80.77	
9C2016	Stuffed Basket Up to10' in Length	--	34.62	
9C2017	Stuffed Basket Above 10' Up to 20' in Length	--	69.23	
9C2018	Stuffed Basket Above 20' Up to 40' in Length	--	103.85	
9C2019	Stuffed Basket Above 40' in Length		138.47	
9C2020	Empty Basket Up to10' in Length	--	20.19	
9C2021	Empty Basket Above 10' Up to 20' in Length	--	40.39	
9C2022	Empty Basket Above 20' Up to 40' in Length	--	57.69	
9C2023	Empty Basket Above 40' in Length		80.77	
9C2024	Container Up to 20' Loaded with Dangerous Cargo	--	161.54	
9C2025	Container 40' and Above Loaded with Dangerous Cargo	--	230.78	

Note: See item C (3,4&5) in the General Terms and Conditions at Page 65 for guidelines for charging of heavy lifts.



NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS

9C0000	C. CARGO HANDLING CHARGES		
9C3000	3. LASHING/UNLASHING		
	This rate applies to securing/unsecuring of cargo onboard a vessel.		
	DESCRIPTION	PER MAN PER HOUR	
		US\$	
9C3001	Per Lashing man	15.00	
9C4000	4. LABOUR DELAYS, IDLE TIME AND STAND-BY CHARGES		
		PER MAN PER HOUR	
		US\$	
9C4001	Per Docker	10.00	
9C4002	Per Support Staff	15.00	
9C5000	5. EXTRA SERVICES		
9C5001	Per Docker	10.00	
9C5002	Per Support Staff	15.00	
9C6000	6. HIRE OF LABOUR		
		PER MAN PER HOUR	
		US\$	
9C6001	Docker	12.12	
9C6002	Terminal Clerk	18.17	
9C6003	Plant Operator (Up To 10 Tonne SWL)	24.23	
9C6004	Plant Operator (Above 10 Tonnes and up to 24 Tonne SWL)	30.29	
9C6005	Plant Operator (Above 24 Tonnes and up to 45 Tonnes SWL)	36.35	
9C6006	Plant Operator (Above 45 Tonne SWL)	42.41	
9C6007	Security Guard	18.17	
9C6008	Supervisor/Foreman	42.69	

Note: Hire of labour for Night operations shall attract 25% surcharge of the rates specified above.

9C7000	7. UNSTUFFING/STUFFING OF CONTAINERS		
	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\$	
9C7001	Container Stuffed With General Goods	99.23	
9C7002	Container Stuffed with Machinery/Equipment	119.08	Including components/spares
9C7003	Container Stuffed with DG I	198.47	
9C7004	Containers Stuffed with DG II	150.00	



NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS				
9D0000	D. FEES FOR THE SUPPLY OF FUEL AND FRESH WATER			
9D1000	1. SUPPLY OF FUEL			
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)			0.03
9D2000	2. SUPPLY OF WATER			
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
				PER TONNE GHC
9D2007	Desalinated/ Portable water supplied to the Local Community			15.00
9E0000	E. FEES FOR DEDICATED EQUIPMENT			
9E1000	1. MOBILE CRANES			
	DESCRIPTION	PER MONTH	PER WEEK	PER HOUR
		US\$	US\$	US\$
9E1001	Up to 30 tonne	22,880.00	6,406.40	96.10
9E1002	31 – 60 tonne	41,496.00	11,618.88	174.30
9E1003	61 – 90 tonne	50,960.00	14,268.80	214.03
9E1004	91 – 120 tonne	62,296.00	17,442.88	261.66
9E1005	121– 140 tonne	74,880.00	20,966.40	314.50
9E1006	141 – 220 tonne	119,600.00	33,488.00	502.32
9E1007	221 – 250 tonne	156,000.00	43,680.00	655.20
9E1008	251 – 300 tonne	186,160.00	52,124.80	781.87
9E1009	301 – 500 tonne	442,000.00	123,760.00	1,856.40
9E1010	Above 500 tonne	624,000.00	174,720.00	2,620.80
				Minimum of 2 Hours charge shall apply.
9E2000	2 FORKLIFT TRUCKS			
	DESCRIPTION	PER MONTH	PER WEEK	PER HR
		US\$	US\$	US\$
9E2001	Up to 4 tonne	7,800.00	3,666.00	55.02
9E2002	5 - 6 tonne	8,694.40	4,086.68	61.31
9E2003	7 - 10 tonne	10,868.00	5,107.96	76.65
9E2004	11 - 15 tonne	13,104.00	6,129.76	91.99
9E2005	16 - 25 tonne	32,603.48	15,323.88	229.89
9E2006	26 - 30 tonne	58,686.16	27,582.88	413.76
9E2007	31 - 45 tonne	65,966.16	31,004.48	465.09
				Minimum of 2 Hours charge shall apply.

Note: Rates for Dedicated Equipment 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.



NINTH SCHEDULE: OIL AND GAS SERVICES TARIFFS				
9F0000	F. STORAGE CHARGES			
This is applicable to Oil and Gas cargo Stored at Common User Area				
9F1000	STORAGE CHARGES	FREE PERIOD	PER MONTH	
	1. LONG-TERM STORAGE	HRS	US\$/SQM	
9F1001	Open Storage Area	Nil	8.00	
9F1002	Covered Storage Area	Nil	12.00	
9F2000	2. SHORT TERM STORAGE	FREE PERIOD	PER HR	PER DAY
		HRS	US\$/SQM	US\$/SQM
9F2001	Quay Apron/Marshalling Area	2	0.25	
9F2001	Open Storage Area	Nil	--	0.30
9F2002	Covered Storage Area	Nil	--	0.45

Note:

- 3) Short Term Storage Period is a period not exceeding 30 Days. Long Term Storage period refer to a period exceeding 30 Days.
- 4) Oil and Gas Cargo meant for shipment offshore or discharged from supply/support vessels shall not be kept on the quay apron for a period exceeding 8 hours. The Terminal Operator shall transfer such cargo to the Common User Storage Area for safekeeping. The cost of Transfer and Storage Charges shall be borne by the Cargo owner.



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
		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 40 of Page 76 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
		PER TONNE	PER TONNE	PER TONNE
10A2000	2. CONVENTIONAL AND BULK CARGOES	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\$
10A4001	All Dry Bulk and "Dirty Cargoes"	0.12	0.05	0.05
10A5000	5. LIGHT DUES	PER GT	PER GT	PER GT
		PER MONTH	PER MONTH	PER MONTH
		GHC	US\$	US\$
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.



TENTH SCHEDULE - CHARGES FOR COASTAL TRAFFIC				
10A0000	A. PORT DUES ON CARGO			
10A6000	6. PASSENGER DUES	PER PAX	REMARKS	
		US\$		
10A6001	Per Passenger	10.00		
		PER PACKAGE		
		US\$		
10A6002	Passenger Baggage	1.04		
10A7000	7. DUES ON LIVESTOCK	PER UNIT		
		US\$		
10A7001	Live Poultry/Birds	1.04		
10A7002	Livestock	1.82		
Notes: Pets are excluded from Port Dues on animals				
10A8000	8. ISPS DUES	NATIONAL COASTAL	INTRA-REGIONAL	REGIONAL FEEDER
		PER TONNE	PER TONNE	PER TONNE
	I. CONVENTIONAL AND BULK	GHC	US\$	US\$
10A8001	Dry Bulk Cargo	0.10	0.05	0.05
10A8002	Liquid Bulk Cargo	0.10	0.05	0.05
10A8003	Conventional Cargo	0.50	0.25	0.25
10A8004	Frozen Fish/Meat	0.25	0.25	0.25
	II. CONTAINERS	PER TEU	PER TEU	PER TEU
		GHC	US\$	US\$
10A8005	Stuffed Containers	10.00	5.00	5.00
10A8006	Empty Containers	6.50	3.50	3.50
10A8007	Empty Bolster	2.50	2.50	2.50
	III. UNPACKED VEHICLES	PER UNIT	PER UNIT	PER UNIT
		GHC	US\$	US\$
10A8008	Cars	5.00	3.00	3.00
10A8009	Mini Vehicles	10.00	5.00	5.00
10A8010	Utility Vehicles	15.00	7.00	7.00
10A8011	Trailer Units	15.00	7.00	7.00
	9. ISPS DUES ON PASSENGER VESSELS AND VESSELS NOT CARRYING CARGO	PER GT	REMARKS	
		US\$		
10A9001	Per Vessel call	0.20	Applicable to all passenger vessels and vessels which call at the port without working cargo.	



TENTH SCHEDULE - CHARGES FOR COASTAL TRAFFIC			
10B0000	B. VESSEL HANDLING CHARGES		
	The vessel handling charges are applicable to all vessels deployed in National Coastal, Intra-regional and Regional Feeder trades.		
		PER METRE OF LOA	
10B1000	1. BERTH OCCUPANCY CHARGES	FIRST 24 HOURS OR PART THEREOF	EVERY SUBSEQUENT 12 HOURS OR PART THEREOF
		US\$	US\$
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
10B2000	2. PILOTAGE CHARGES	PER GT US\$	REMARKS
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	
10B3000	3. TOWAGE CHARGES	PER GT US\$	REMARKS
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	
10B4000	4. MOORING/UNMOORING CHARGES	PER GT US\$	
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	
10B5000	5. VESSEL SHIFTING CHARGES	PER GT US\$	
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	



TENTH SCHEDULE - CHARGES FOR COASTAL TRAFFIC				
B. VESSEL HANDLING CHARGES				
10B6000	6. ANCHORAGE CHARGES	PER GT PER DAY	MINIMUM CHARGE	
		US\$	US\$	
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 no more than 24 hours at the Anchorage. See item B20 and B21 in the General Terms and Conditions at Page 65 for conditions for payment of Anchorage Charges.

10B7000	7. DETENTION OF PILOT AND CANCELLATION OF MOVEMENT	PER EVENT US\$
	i. Detention of Pilot:	
10B7001	First 30 minutes	223.08
10B7002	Every subsequent 30 minutes	267.70
	ii. Cancellation of movement	
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.

10C0000	C. STEVEDORING CHARGES	NATIONAL COASTAL PER BOX	INTRA- REGIONAL PER BOX	REGIONAL FEEDER PER BOX
		GHC	US\$	US\$
10C1000	1. CONTAINERS			
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



TENTH SCHEDULE - CHARGES FOR COASTAL TRAFFIC				
10C0000	C. STEVEDORING	NATIONAL COASTAL	INTRA-REGIONAL	REGIONAL FEEDER
10C2000	2. CONVENTIONAL CARGO	PER TONNE GHC	PER TONNE US\$	PER TONNE US\$
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
10C3000	3. UNPACKED VEHICLES	PER UNIT GHC	PER UNIT US\$	PER UNIT US\$
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 one-half the rates specified here.

10C4000	4. DRY BULK	PER TONNE GHC	PER TONNE US\$	PER TONNE US\$
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



ELEVENTH SCHEDULE – CHARGES FOR OFFSHORE OPERATIONS				
11A1000	1. VESSELS UNDERTAKING OFFSHORE QUANTITY AND QUALITY (Q&Q) OPERATIONS			
	DESCRIPTION	PER GT US\$	REMARKS	
	a. Light Dues			
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. Anchorage Charges			
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	
11A2000	2. VESSELS UNDERTAKING OFFSHORE SHIP-TO-SHIP TRANSFER OF LIQUIFIED NATURAL GAS (LNG) AND LIQUIFIED PETROLEUM GAS (LPG)			
	DESCRIPTION	MOTHER VESSEL PER GT PER 15 RUNNING DAYS US\$	DAUGHTER VESSEL PER GT PER OPERATION US\$	REMARKS
11A2001	Light Dues	0.06	0.06	Per Operation means per call of a daughter vessel alongside the mother vessel to discharge or load cargo.
11A2002	Anchorage Charge	0.15	0.15	
		PER OPERATION US\$		
11A2003	Cargo Transfer Charge	1,100.00	--	
11A3000	3. VESSELS UNDERTAKING OFFSHORE SHIP-TO-SHIP TRANSFER CRUDE OIL AND PETROLUEM PRODUCTS			
	DESCRIPTION	MOTHER VESSEL PER GT PER 30 RUNNING DAYS US\$	DAUGHTER VESSEL PER GT PER OPERATION US\$	REMARKS
11A3001	Light Dues	0.05	0.05	Per Operation means per call of a daughter vessel alongside the mother vessel to discharge or load cargo.
11A3002	Anchorage Charge	0.10	0.10	
		PER OPERATION US\$		
11A3003	Cargo Transfer Charge	2,200.00	--	

Note:

- 1) This Tariff is applicable to vessels transferring Crude oil or Petroleum Product as cargo to other vessels. For the avoidance of doubt, it does not apply to vessels supplying fuel to other vessels to be used as bunkers.
- 2) 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.



ELEVENTH SCHEDULE – CHARGES FOR OFFSHORE OPERATIONS				
11A4000	4. VESSELS UNDERTAKING OFFSHORE BUNKERING (PETROLEUM PRODUCTS)			
	DESCRIPTION	PER GT US\$	PER TONNE US\$	
11A4001	Light Dues	0.09		Per Call
11A4002	Anchorage Dues	0.02		Per Day
11A4003	Bunkering Transfer Fees		25.00	Applicable to Supply/Support Vessels
11A4004	Bunkering Transfer Fees		10.00	Other Vessels

Note:

- 1) This Tariff is applicable to vessels transferring Crude oil or Petroleum Product as fuel to other vessels.
- 2) Light Dues and Anchorage Dues shall be charged to both the Bunker Supplying and Receiving Vessel.
- 3) A Vessels undertaking Ship-to-Ship operation and also engage in Bunkering operations shall be exempt from additional Light and Anchorage Dues.
- 4) A Supply/Support Vessel as defined in Schedule 9, shall be exempt from Light Dues and Anchorage Dues at the time of receiving bunkers.
- 5) Bunker Transfer Fees shall be charged against the bunker supplying vessel.

11A5000	5. SHIP TO SHIP CARGO TRANSFERS			
This is applicable to the transfer, loading and unloading of cargo or pumping of Liquid Bulk cargo from ship to another ship/barge at anchorage or any designated place outside water area of the port.				
	DESCRIPTION	PER TONNE US\$	PER UNIT US\$	
11A5001	Liquid Bulk (Except Petroleum Products)	11.55		
11A5002	Dry Bulk	11.55		
11A5003	General Cargo – Standard Lifts up to 5 Tonnes	30.00		
11A5004	– Heavy Lift I (6-10) Tonnes	52.50		
11A5005	– Heavy Lifts II Above 10 Tonnes	90.00		
11A5006	Stuffed Container up to 20' in Length	--	337.50	
11A5007	Stuffed Container up to 40' in Length	--	640.00	
11A5008	Empty Container up to 20' in Length	--	275.00	
11A5009	Empty Container up to 40' in Length	--	525.00	
11A5010	Stuffed Skip less than 10 ton Capacity	--	461.55	
11A5011	Stuffed Skip 10 - 20 ton Capacity	--	576.94	
11A5012	Stuffed Skip Above 20ton Capacity	--	605.79	
11A5013	Empty Skip less than 10 ton Capacity	--	114.38	
11A5015	Empty Skip 10 - 20 ton Capacity	--	138.46	
11A5016	Empty Skip Above 20 ton Capacity	--	161.54	
11A5017	Stuffed Basket Up to 10' in Length	--	69.24	
11A5018	Stuffed Basket Above 10' Up to 20' in Length	--	138.46	
11A5019	Stuffed Basket Above 20' Up to 40' in Length	--	207.70	
11A5020	Stuffed Basket Above 40' in Length	--	276.94	
11A5021	Empty Basket Up to 10' in Length	--	40.38	
11A5022	Empty Basket Above 10' Up to 20' in Length	--	80.78	
11A5023	Empty Basket Above 20' Up to 40' in Length	--	115.38	
11A5024	Empty Basket Above 40' in Length	--	161.54	
11A5025	Container Up to 20' Loaded with DG I & II	--	490.50	
11A5026	Container Up to 40' Loaded with DG I & II	--	933.00	
11A5027	Container Up to 45' Loaded with DG I & II	--	979.10	

Note: Delay and Idle Time during Ship-to-Ship operations shall attract double the rates specified under Third Schedule of this tariff.



TWELFTH SCHEDULE – SHIP WASTE RECEPTION FACILITIES (MARPOL 73/78) CHARGES			
CODE			
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			
12A0000	1. GARBAGE COLLECTION CHARGE	RATE US\$	REMARKS
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

Note: 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



CODE	THIRTEENTH SCHEDULE – PORT OPERATOR LICENCE FEES	
13A1000	A. LICENCE FEES	US\$
13A1000	1. GENERAL STEVEDORING LICENCE	
	New Licence	
13A1001	Port of Tema	30,000.00
13A1002	Takoradi	15,000.00
	Annual Renewal	
13A1003	Port of Tema	15,000.00
13A1004	Takoradi	7,500.00
13A2000	2. DRY BULK OPERATOR LICENCE	
13A2001	Port of Tema	30,000.00
13A2002	Takoradi	30,000.00
	Annual Renewal	
13A2003	Port of Tema	15,000.00
13A2004	Takoradi	15,000.00
13A3000	3. RECEIPT AND DELIVERY SERVICES LICENCE	US\$
	Port of Tema	
13A3001	New Licence	30,000.00
13A3002	Annual Renewal	15,000.00
	Port of Takoradi	
13A3003	New Licence	25,000.00
13A3004	Annual Renewal	12,500.00
13A4000	4. INLAND CLEARANCE DEPOT (ICD) LICENCE	US\$
13A4001	New Licence	20,000.00
13A4002	Annual Renewal	10,000.00
13A5000	5. OVERSTAYED CONTAINER TERMINAL	US\$
13A5001	New Licence	10,000.00
13A5002	Annual Renewal	5,000.00
13A6000	6. EXPORT CONTAINER DEPOT	US\$
13A6001	New Licence	20,000.00
13A6002	Annual Renewal	10,000.00
13A7000	7. EMPTY CONTAINER DEPOT	US\$
13A7001	New Licence	10,000.00
13A7002	Annual Renewal	5,000.00
13A8000	8. DRY BULK BAGGING (BIBO)	US\$
13A8001	New Licence	20,000.00
13A8002	Annual Renewal	10,000.00
13A9000	9. LASHING SERVICES OPERATOR	US\$
13A9001	New Licence	5,000.00
13A9002	Annual Renewal	2,500.00
13A10000	10. BUNKERING SERVICES OPERATOR	US\$
	A. ON-SHORE BUNKERING	
13A10001	New Licence	10,000.00
13A10002	Annual Renewal	5,000.00
	B. OFF-SHORE BUNKERING	
13A10003	New Licence	25,000.00
13A10004	Annual Renewal	15,000.00



CODE	THIRTEENTH SCHEDULE – PORT OPERATOR LICENCE FEES	
13A11000	11. SHIP WASTE RECEPTION FACILITY OPERATOR	US\$
13A11001	New Licence	20,000.00
13A11002	Annual Renewal	10,000.00
13A12000	12. OFF-SHORE FLOATING STORAGE UNIT OPERATOR	US\$
13A12001	New Licence	25,000.00
13A12002	Annual Renewal	15,000.00
13A13000	13. OFF-SHORE FRESH WATER SUPPLY SERVICES	US\$
13A13001	New Licence	25,000.00
13A13002	Annual Renewal	12,500.00
13A14000	14. CARGO HANDLING EQUIPMENT HIRING SERVICES	US\$
13A14001	New Licence	5,000.00
13A14002	Annual Renewal	2,500.00
13A15000	15. DOCK LABOUR MANAGEMENT AND SUPPLY LICENCE	US\$
13A15001	New Licence	4,000.00
13A15002	Annual Renewal	2,000.00
13A16000	16. CARGO DISINFECTION SERVICES	US\$
	TEMA	
13A16001	New Licence	10,000.00
13A16002	Annual Renewal	5,000.00
	TAKORADI	
13A16001	New Licence	5,000.00
13A16002	Annual Renewal	2,500.00
13A17000	17. SHIP HULL AND PROPELLER CLEANING	US\$
13A17001	New Licence	25,000.00
13A17002	Annual Renewal	15,000.00
13A18000	18. TANK FARM OPERATORS	US\$
13A18001	New Licence	10,000.00
13A18002	Annual Renewal	5,000.00
13A19000	19. GAS TERMINAL OPERATOR LICENCE (LNG/LPG)	US\$
13A19001	New Licence	50,000.00
13A19002	Annual Renewal	25,000.00



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 Aids and related facilities and services 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 Transhipment Unpacked Vehicles are for both Inbound and Outbound and shall be charged against the Inbound vessels only.
9. Port Dues on Cargo on Containers shall be assessed on the basis of the length of the Container (20', 40', 45').
10. Port dues on Transhipment Containers are for Inbound movement only. Outbound movement shall be charged separately at the same rate.
11. 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.
12. 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.
13. 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



14. 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. Normal pilotage operation shall be performed using one Pilot. The deployment of additional pilot to assist normal vessel movement shall attract 50% of the applicable Pilotage charge for the vessel.
4. 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.
5. 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.
6. Towage is compulsory for all vessels calling at the Port. Towage with one Tug Boat is compulsory for all vessels up to 10,000 GT and two Tug Boats for vessels above 10,000 GT. The deployment of an extra Tug boat shall attract 50% Towage charge applicable to the vessel.
7. Vessels of 300m and above in length – LOA, shall require a minimum of 3 Tug boats for Towage.
8. 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.
9. Mooring/Unmooring operations includes attendance to ropes and the supply of necessary craft and Mooring Gangs/Crew.
10. 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.
11. 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.
12. The charge for Shifting of Vessels is inclusive of Towage, Pilotage, and Mooring related to the movement of the vessel.
13. Pilot Attendance is the deployment of a Pilot for operations other than normal pilotage (berthing, unberthing and shifting) of vessels. Eg. Salvage, mid-stream and offshore cargo/survey operations.
14. 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.



15. 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.
16. 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.
17. 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.
18. 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.
19. 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.
20. 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\$5,000.00 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.
21. 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 25 per cent of the fees charged 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 shall be charged using the Cubic Measurement (CBM) or deadweight whichever yields the higher revenue. However, in the case of conventional cargo, 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.
4. For Oil and gas cargo, the heavy lift rates (i.e. the rates for lifts 6 to 10 tonnes, lifts above 10 and up to 20 tonnes and lifts above 20 tonnes) shall be applied if the deadweight of the cargo is used as the basis for charging.
5. If the CBM is used as the basis for charging heavy lifts, in Notes C3 and C4 above; then the standard rate (i.e. the rate for lifts up to 5 tonnes) shall be used as rate for charging.
6. 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.



7. Where additional services are required to be performed, additional charges shall be levied to cover the reasonable cost of the services provided.
8. 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.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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.
14. Vehicles which are stuffed with personal effects or goods other than vehicle accessories shall attract one-half of the applicable rates specified under the Schedules.
15. Similarly, trailers stuffed with goods e.g. knocked down vehicle parts and components, machinery and equipment, tyres, etc. will attract one-half of the charge.
16. Vehicles stacked on trailers will attract the appropriate charge for the vehicle type.
17. 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.
18. Articulated vehicles shall be charged as two units – i.e. as a utility vehicle and a trailer unit.
19. Stevedorage, Craneage, Labour Charges and Terminal Handling Charges of Transhipment Unpacked Vehicles are for both Inbound and Outbound and shall be charged against the Inbound vessel only.
20. Dangerous Goods Group I shall not be stored in the Port. These should be routed through direct mode at all times.
21. Transhipment 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.
22. 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.
23. 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.
24. 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.



25. Stevedorage, Craneage, Labour Charges and Terminal Handling Charges of Transshipment Containers are for Inbound only. Outbound movement shall be charged separately at the same time.
26. Transshipment Container volumes shall attract Rebate on Port Dues, Stevedorage and Terminal Handling Charges after attainment of throughput of 25,000 TEUs per annum. The Rebate shall be granted in accordance with the Table below:

TARIFF	REBATE RATE
Tier 1 > 25,000 TEU	5%
Tier 2 > 50,000 TEU	10%
Tier 3 > 100,000 TEU	15%
Tier 4 > 200,000 TEU	20%

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, Transshipment 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. For the avoidance of doubt, Labour Delays/Idle Time/Standby hours in ship-related activities during overtime hours shall be logged and invoiced. 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, Transshipment, 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. 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.
12. 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.
13. When labour is booked exclusively for extra service, the minimum chargeable time is 8 hours.
14. 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.
15. 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.
16. The charges for Terminal Handling, Storage and Transport of on Empty Containers shall be to the account of the ship's agent.
17. The Terminal Handling Charge for Transhipment Containers is for one leg of the shipment.
18. 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, Transhipment 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 the enclosed Harbor Basin and locations within the Anchorage Area "Outside Port" refers to locations beyond the limit of the Anchorage 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. Minimum charge for hire of floating craft is two hours for locations "Within the Enclosed Water Area", three hours for locations "Within the Anchorage Area" and four hours for locations "Beyond the Limits of the Anchorage - Offshore". 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 whosoever, 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 in the Schedule. The minimum hiring period for fire-fighting equipment shall be two (2) hours Within Port and four (4) hours Outside Port.
18. The hire of Fire Fighting Equipment for vessel related Stand-by/Attendance/Monitoring Operation shall commence from the time the vessel took berth till the time she sails.
19. The cost of chemical used in fire-fighting shall be charged separately.
20. 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.
21. 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.
22. The number of pumps required for standing by or for fire attendance services shall be determined by the Fire Manager.
23. Hire of Grabs, container Spreaders and Cargo Handling Gears to a location outside the Port shall attract double of the rates specified in the schedule.

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. 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 or imported to Ghana or other ECOWAS countries and traded among the Member countries of ECOWAS as imports, exports or Re-export 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 inbound on deep sea vessels and transhipped from Ghanaian ports to ports of other ECOWAS countries on Ghanaian registered vessels or vessels licensed to be deployed in national or regional (ECOWAS) coastal trades.
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 and rebars, steel billets, steel plates, steel coils, steel columns, angle iron, etc.

9. **CONTAINER WITH VEHICLE:** Container stuffed with vehicle is any container with one or more vehicles, whether or not the vehicle is hanged or ramped. A container stuffed with at least one vehicle 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 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.
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. **FAILURE TO REPORT FOR DELIVERY:** This is a charge applicable to Consignees or their Agents who fail to report to effect delivery after scheduling of Container for Deliveries and for which Containers are positioned at the Delivery Bay for delivery. Such Consignees will have to cancel and reschedule delivery of their Containers again when they are ready.
17. **FIRE ATTENDANCE** - Fire Attendance refers to response of fire tender and crew to fire incidents.
18. **FIRE STAND-BY** - Stand-by is the deployment of fire equipment and crew to mitigate fire threats.
19. **FIRE SAFETY DUES** – Dues chargeable to vessels for the use of in-built fire suppression systems installed at Liquid Bulk Terminals.
20. **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.
21. **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.



22. **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.
23. **INDIRECT HANDLING** - The handling of cargo between ship and inland conveyance, which involves the routing of the cargo through some form of transit storage.
24. **INDIRECT TRANSHIPMENT** - Indirect transshipment involves the handling and movement of cargo from the inbound vessel into transit storage for subsequent shipment on outbound vessel.
25. **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.
26. **INTER-TERMINAL TRANSFER** - This is the movement of containers, vehicles and other cargoes from one On – Dock terminal to another. For the avoidance of doubt, the transfer of cargo (Conventional and Containers) from one Licensed ICD to another Licensed ICD shall be charged using the same rate as transfer of cargo between Terminal 1 and 2.
27. **ISPS DUES** – This is the charge 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. The ISPS Charge is to the account of the ship.
28. **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.
29. **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.
30. **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.
31. **LIFT-ON/LIFT-OFF OPERATION** – This relates to Stevedoring Operations using the Ship’s Cranes, Derricks and Quayside Cranes. Vehicles/Trailers loaded or discharged by Lift –On –Lift-Off Operation shall attract 25% surcharge above the Roll-On-Roll-Off Stevedoring rates specified in the Third Schedule of this tariff.
32. **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.
33. **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.
34. **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.
35. **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, stuffed bolsters/platforms; Damaged,



warped or hogged containers requiring the use of spreader extensions for handling shall also be considered as out of gauge for the purpose of this tariff.

36. **OVER-STAYED CONTAINER TERMINAL** – Over-stayed Container Terminal is a facility Licensed by GPHA upon to receipt, storage, auctioning, and delivery of Overstayed Import Containers. Overstayed Containers are Import Containers designated for auction by Ghana Customs.
37. **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.
38. **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.
39. **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.
40. **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.
41. **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.
42. **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.
43. **ROLL-ON/ROLL-OFF (RO-RO) OPERATION**-This relates to stevedoring operation on a Ro-Ro vessel.
44. **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.
45. **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.
46. **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.
47. **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.
48. **SUPPORT STAFF** - Support staff includes Terminal Clerks, Foremen, Supervisors, Plant Operators, etc.
49. **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.
50. **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,



transhipment 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.

51. **TRANSHIPMENT** - Transhipment 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 transhipment rates shall apply to cargo including containers, vehicles, conventional, and bulk which are manifested as such upon arrival in the Port. Other than DG containers destined for Tema Bonded Terminal (TBT), under no circumstance shall transhipment containers/cargoes be taken out of the Port through the landside gates for storage in any facility outside the port perimeter fence. Any transhipment container unstuffed in the Port and the contents re-stuffed into another container or repackaged shall lose the Transhipment rates and shall be charged as Import and Re-Export.
52. **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 Overstayed Container Terminal for auctioning.
53. **TRANSPORT OF CONTAINERS WITHIN TERMINAL** – This refers to the movement of containers from one location to another within the same terminal.
54. **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.
55. **TRUCK WAITING FEES:** This is a charge applicable to Consignees or their Agents who are not able to process enough container loads to fill their trucks and for which the partially loaded truck remains at the Delivery Bay until such a time the Consignees or their Agent finds a top up to fill the truck.
56. **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; For the avoidance of doubt, Iron and Steel Products including steel pipes shall be invoiced at all times using the higher of the weight in kilograms or cubic meter (CBM).
57. **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.
58. **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.